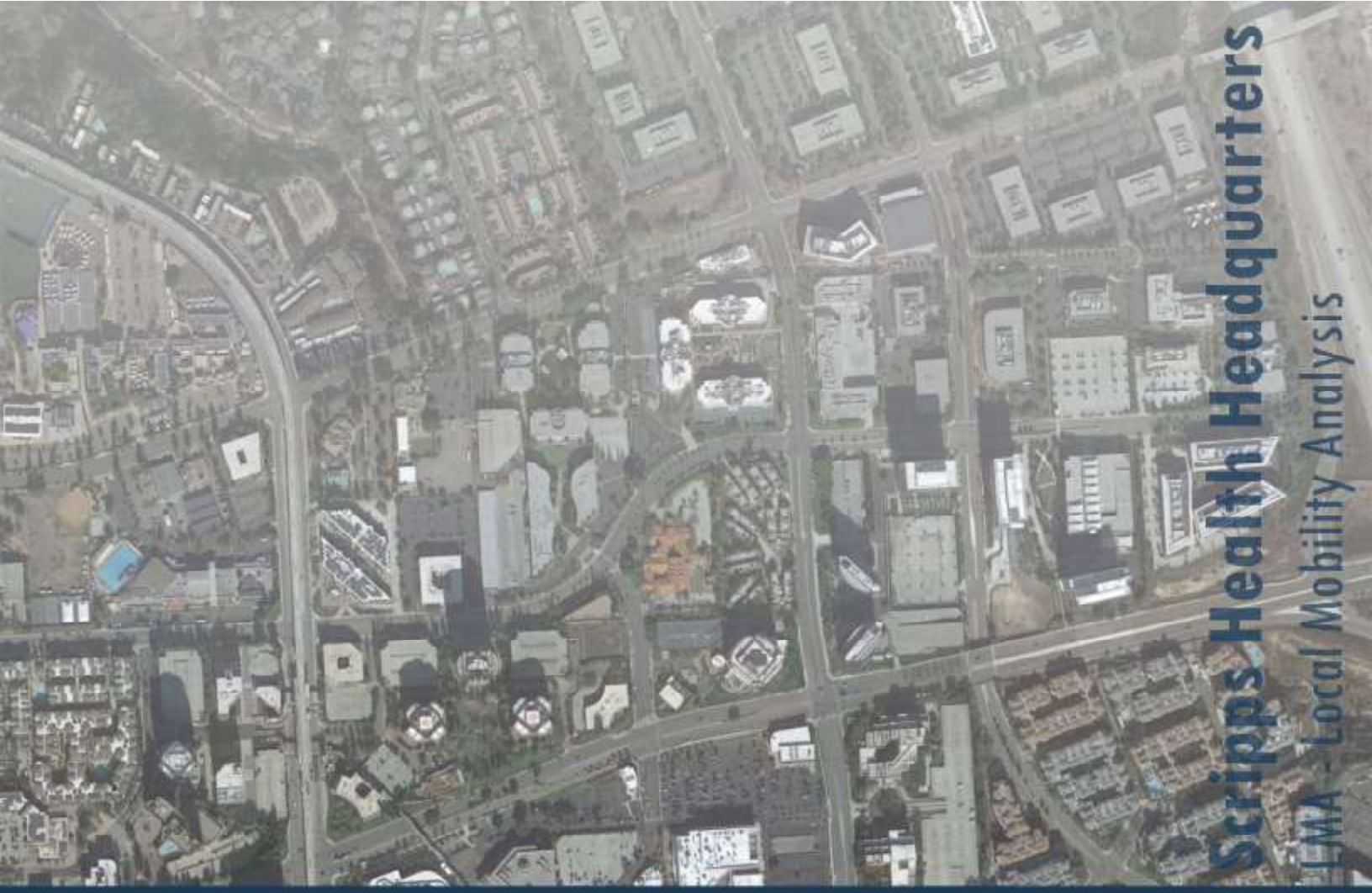


Scripps Health Headquarters

LMA - Local Mobility Analysis

Prepared For: The City of San Diego and Gensler

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EXECUTIVE SUMMARY

Urban Systems Associates, Inc. (USAI) was retained by Gensler to prepare the following Local Mobility Analysis (LMA) for the ARE Scripps Health Headquarters project ("Project") to evaluate its effects on mobility, access, circulation, and related safety elements in the proximate area of the Project per the City of San Diego ("City") Transportation Study Manual (TSM; dated *9/29/2010*).

The Project is located on a 3.79-acre lot consisting of two parcels that are located at 4555 Executive Drive and 9291 Executive Way in the University Community Planning Area. The Project is bound to the north by Executive Drive, to the west by Executive Way, to the south by an Embassy Suites parking structure, and to the east by a residential complex known as Devonshire Woods.

Regional access to the site is provided by the junctions of Interstate 5 with Genesee Avenue (1.5 miles path-of-travel-distance away from the project site), the junction of Interstate 805 with La Jolla Village Drive (0.6 miles path-of-travel-distance away from the project site), and the junction of Interstate 5 with La Jolla Village Drive (1.2 miles path-of-travel- distance away from the project site). Direct access to the project site would occur along Executive Drive and Executive Way.

The site is in the RS-1-14 base zone within the University Community Planning Area. Additionally, the Nexus Technology Center Specific Plan (NTCSP, *1985*), overlayed the site with the SR zone, which is now the IP-1-1 base zone.

The Project proposes to redevelop the site through the demolition of the Braille Institute building consisting of approximately 30,221 SF of Educational uses and the construction of one (1) five-story 131,183 SF corporate headquarters/single-tenant building with a 25,522 SF basement (non-

trip generating space that includes 10,000 SF of amenities such as a 2,005 SF fitness space, and a 500 SF locker/shower/toilet space, and 15,522 SF of parking area for 33 vehicles). The project will also construct a four-story parking structure of 131,509 SF of area. Discretionary actions associated with the proposed Project consist of a Neighborhood Development Permit (NDP). The anticipated Opening Day of the project is estimated to be during Year 2023.

Parking for the project will meet the minimum parking requirements contained in the City of San Diego Municipal Code and will be accommodated through a combination of surface-level spaces, sub-grade-level spaces, and parking structure spaces, which will be accessed through the two (2) project driveways. These driveways consist of one (1) driveway that will be located in the northeast corner of the project site along Executive Drive and one (1) driveway that will be located on the southwest corner of the project site along Executive Way. Both driveways will be supported by secondary driveways and internal roadways which will provide access to the surface-level parking area, the 10,000 SF basement underneath the main building, and the main parking structure. The parking that will be provided by the project consists of 525 parking spaces, which include the following:

- Total Parking = **525 spaces**
    - Surface-level = 86 spaces
    - Parking Garage = 406 spaces
    - Sub-grade = 33 spaces
    - Standard = 385 spaces
    - ADA = 12 spaces
    - Clean Air = 63 spaces

- Electric Vehicle = 53 spaces
  - Electric Vehicle Ready = 27 spaces
  - Electric Vehicle Charging Spaces (EVCS) = 26 spaces
- Motorcycle = 12 spaces
- Bicycle = 51 spaces
  - Short-term = 24 spaces
  - Long-term = 27 spaces

The Project trip generation has been calculated using driveway rates as shown below and accounts for the remaining site entitlement. The Project is expected to generate a net increase of approximately **1,240** average daily trips (ADT) with **162** (146 In / 16 Out) AM peak hour trips and **165** (17 In / 148 Out) PM peak hour trips.

The project's traffic distribution is primarily based on a SANDAG Series 13 Year 2050 Select Zone Forecast that was requested from SANDAG for this project, with slight adjustments described in **Chapter 4.2** of this report.

Traffic count data was obtained from two separate sources. The first source is the University Community Plan Update (CPU) Existing Conditions Summary (*04/2018*), which contains count data predating the beginning of the construction work of both Mid-Coast Trolley Extension and Genesee Avenue / Interstate 5 interchange projects. The count data sourced from the University CPU Existing Conditions Summary (*04/2018*) was collected on Tuesday, May 5th, 2015, Wednesday, May 13th, 2015, and Tuesday, June 16th, 2016 and encompasses supporting facilities analyzed in this LMA. A second set of count data extending from late-2016 to mid-2017 for PTS#647676 (Science Village project) was referenced. This second set of count data was collected

during a time at which potential traffic patterns disruptions associated with the Mid-Coast Trolley project and the Genesee Avenue / Interstate 5 interchange project were commencing. This count data was collected on Thursday, November 17th, 2016, Tuesday, May 23rd, 2017, Thursday, May 25th, 2017, and Wednesday, August 9th, 2017 and encompasses all of the analyzed study intersections and other supporting facilities. USAI referenced the second count data set for study intersections. However, as described in **Section 5.6** and **Table 5-4**, additional count data for roadway segments corresponding to study intersection legs was used to develop the Existing Year 2021 baseline intersection peak hour volumes. For this additional data, USAI referenced both data sets and supplemented missing count datawith the available SANDAG Series 14 Base year 2016 volumes.

Consistent with the City's TSM, the Project is analyzing the following three (3) study scenarios:

- Existing
- Near-Term (Opening Day Year 2023) Without Project
- Near-Term (Opening Day Year 2023) With Project

Table A shows a summary of the analysis of intersections for Existing conditions.

Table B shows a summary of the analysis of intersections for Near-Term & Near-Term (Opening Day Year 2023) + Project.

Table C shows a comparison of the Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project AM/PM peak hour volumes for all left-turn and right-turn movements at the study signalized intersections.

Table D shows a queueing analysis summary of Executive Dr. / Executive Wy.

Table E shows a queueing analysis summary of Executive Wy. / La Jolla Village Dr.

Table F shows a queueing analysis summary of Towne Centre Dr. / Executive Dr.

Table G shows a queueing analysis summary of Towne Centre Dr. / La Jolla Village Dr.

Table H shows a queueing analysis summary of La Jolla Village Dr. / I-805 SB Ramps

Table I shows a Systemic Safety Analysis for pedestrian users of the study intersections

Table J shows a Systemic Safety Analysis for bicycle users of the study intersections

Table K shows a Systemic Safety Analysis for vehicle users of the study intersections

The LMA concludes that the Project will have effects on mobility, access, circulation, and safety that will require the following actions:

I. As discussed in further detail in **Chapter 9.4.1** of this report, the Project will result in conditions that would warrant a signal timing/modification improvement as required by the City's TSM are met for two (2) of the analyzed intersections:

   - Executive Dr. / Towne Centre Dr. – *PM Peak Hour*

     - As shown in the peak hour LOS comparison between Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project included in **Table B**, this intersection is anticipated to operate with a LOS F in the PM peak hour. <u>The project will implement an upgraded 2070 traffic signal controller (including software update) and Audible Pedestrian Signals as Intelligent Transportation Systems (ITS) improvements.</u>

- La Jolla Village Dr. / Towne Centre Dr. – *PM Peak Hour*

  - As shown in the peak hour LOS comparison between Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project included in **Table B**, this intersection is anticipated to operate with a LOS F in the PM peak hour. The University of California San Diego (UCSD) Long Range Development Plan (LRDP) Environmental Impact Report (EIR) (*10/*2018) has been referenced for an identified improvement for this intersection. The document has identified an improvement for this intersection as a location with an impact significance. The proposed mitigation measure consists of the implementation of an Adaptive Traffic Control System (ATCS) on the La Jolla Village Drive corridor between Torrey Pines Road and I-805 NB Ramps.

II. As discussed in further detail in **Chapter 9.4.1** of this report, an assessment of the potential need to expand the available turn lanes of the study area signalized intersections was conducted. **Table D** shows a comparison of the Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project AM/PM peak hour volumes for all left-turn and right-turn movements at the study signalized intersections. As shown in the table, five (5) turn movements have been identified to exceed the City's TSM thresholds for peak hour volumes in "With" and "Without" Project conditions. These turning movements consist of the following:

- Executive Dr. / Executive Wy.
  - NB-L (*AM peak hour*)

- Executive Wy. / La Jolla Village Dr.
    - SB-L (*PM peak hour*)
    - WB-R (*AM peak hour*)
- Executive Dr. / Towne Centre Dr.
    - NB-L (*AM peak hour*)
    - WB-L (*PM peak hour*)

The Project does not propose the lengthening of existing turn lanes or the addition of turn lanes to the intersections listed above. This conclusion is made since as shown in **Table D** the turning movements listed above have an exceedance the thresholds established in the City's TSM in "Without" Project conditions and not as a result of adding Project traffic.

III. As discussed in further detail in **Chapter 9.4.2** of this report and shown in Tables D through H, the Project will not result in conditions that would warrant a turn lane modification/improvement as a result of 95th percentile queueing deficiencies due to the addition of the Project for any study intersection.

IV. As discussed in further detail in **Chapter 11.0** of this report, a systemic safety review was conducted to determine if any of the study area intersections are located within a safety hotspot as defined under Appendix C of the City of San Diego's Systemic Safety, The Data-Driven Path To Vision Zero (*April 2019*). As shown in **Table I** (for pedestrian users), **Table J** (for bicycle users), and **Table K** (for vehicle users) the following intersections have been found to match one of the hotspot systemic safety intersection footprints along with a requirement to provide the following engineering countermeasures:

- Executive Dr. / Executive Wy.
  - High visibility crosswalks on the south and west legs
  - Backplates with retroreflective borders
- La Jolla Village Dr. / Executive Wy.
  - Backplates with retroreflective borders
- Towne Centre Dr. / Executive Dr.
  - Bicycle loop detectors for northbound approach
  - Backplates with retroreflective borders
- Towne Centre Dr. / La Jolla Village Dr.
  - Backplates with retroreflective borders
- La Jolla Village Dr. / Miramar Rd. / I-805 SB Ramps
  - Backplates with retroreflective borders

Table A: Existing Intersection LOS Analysis

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Executive Drive / Executive Way	Signalized	23.3	C	36.1	D
2	Executive Way / Project Driveway "A"	Unsignalized	14.5	B	0.0	A
3	Executive Way / La Jolla Village Drive	Signalized	20.0	B	44.7	D
4	Executive Drive / Project Driveway "B"	Unsignalized	0.0	A	9.1	A
5	Executive Drive / Towne Centre Drive	Signalized	21.6	C	51.2	D
6	La Jolla Village Drive / Towne Centre Drive	Signalized	35.3	D	64.3	E
7	La Jolla Village Drive / I-805 SB Ramps	Signalized	28.2	C	24.3	C

Notes:

LOS = Level of Service

D = Delay (in sec.)

Table B: Near-Term (Opening Day Year 2023) & Near-Term (Opening Day Year 2023) + Project Intersection LOS Analysis Comparison

#	Intersection	Near-Term				Near-Term + Project						Is the intersection within 1/2-mile path of travel of a *Major Transit Stop* ?	***Within a 1/2-mile distance of a Major Transit Stop*** : Does the Project cause the intersection to degrade to LOS F? / Does the project add traffic to a signal already operating at LOS F?	***Not within a 1/2-mile distance of a Major Transit Stop*** : Does the Project cause the intersection to degrade to LOS E or F? / Does the project add traffic to a signal already operating at LOS E or F?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	PM Peak Hour		Δ			
		D	LOS	D	LOS	D	LOS		D	LOS				
1	Executive Drive / Executive Way	23.4	C	36.9	D	23.5	C	0.1	37.1	D	0.2	Yes	No	-
2	Executive Way / Project Driveway "A"	14.6	B	0.0	A	15.4	C	0.8	13.5	B	13.5	Yes	No	-
3	Executive Way / La Jolla Village Drive	20.1	C	46.6	D	27.8	C	7.7	53.2	D	6.6	Yes	No	-
4	Executive Drive / Project Driveway "B"	0.0	A	9.1	A	10.6	B	10.6	9.8	A	0.7	Yes	No	-
5	Executive Drive / Towne Centre Drive	59.3	E	112.8	F	71.4	E	12.1	145.2	F	32.4	Yes	Yes	-
6	La Jolla Village Drive / Towne Centre Drive	40.1	D	108.2	F	46.9	D	6.8	121.1	F	12.9	Yes	Yes	-
7	La Jolla Village Drive / I-805 SB Ramps	45.9	D	27.6	C	53.8	D	7.9	28.7	C	1.1	Yes	No	-

Notes:

LOS = Level of Service

D = Delay (in sec.)

Δ = Change in Delay (in sec.)

Table C: Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project Intersection Peak Hour Turning Movement Volume Comparison

#	Intersection	NB Approach								SB Approach								EB Approach								WB Approach							
		Near-Term				Near-Term + Project				Near-Term				Near-Term + Project				Near-Term				Near-Term + Project				Near-Term				Near-Term + Project			
		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn	
		# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)
1	Executive Drive / Executive Way	1	422 / 70	1	176 / 37	1	423 / 83	1	176 / 37	0	8 / 10	0	28 / 31	0	8 / 10	0	28 / 31	1	32 / 17	0	46 / 408	1	32 / 17	0	59 / 410	1	52 / 265	0	58 / 21	1	52 / 265	0	58 / 21
2	Executive Way / Project Driveway "A"	-	-	0	2 / 0	-	-	0	89 / 10	0	0 / 0	-	-	0	13 / 2	-	-	-	-	-	-	-	-	-	-	0	1 / 0	0	0 / 0	0	10 / 90	0	1 / 13
3	Executive Way / La Jolla Village Drive	1	36 / 236	2	25 / 199	1	36 / 236	2	25 / 199	1	64 / 393	0	54 / 323	1	69 / 440	0	58 / 359	2	168 / 88	1	83 / 292	2	203 / 92	1	83 / 292	2	44 / 167	0	503 / 92	2	44 / 167	0	550 / 97
4	Executive Drive / Project Driveway "B"	0	0 / 0	0	0 / 2	0	1 / 6	0	4 / 38	-	-	-	-	-	-	-	-	0	0 / 0	0	2 / 0	0	0 / 0	0	6 / 1	0	0 / 0	0	0 / 0	0	38 / 4	0	0 / 0
5	Executive Drive / Towne Centre Drive	1	447 / 193	1	437 / 77	1	478 / 197	1	437 / 77	1	56 / 39	0	78 / 145	1	56 / 39	0	81 / 145	1	211 / 52	0	36 / 143	1	211 / 55	0	39 / 174	1	66 / 432	0	188 / 38	1	66 / 432	0	188 / 38
6	La Jolla Village Drive / Towne Centre Drive	2	134 / 222	2	303 / 627	2	137 / 222	2	303 / 627	2	245 / 1151	1	37 / 177	2	248 / 1179	1	37 / 177	2	354 / 29	1	123 / 189	2	354 / 29	1	123 / 192	2	406 / 522	2	1734 / 359	2	406 / 522	2	1765 / 363
7	La Jolla Village Drive / I-805 SB Ramps	-	-	-	-	-	-	-	-	2	642 / 156	2	1801 / 806	2	642 / 156	2	1813 / 807	-	-	2	506 / 914	-	-	2	511 / 958	-	-	1	503 / 589	-	-	1	503 / 589

Legend:

Signalized Intersections

Left-Turn Lane: 0 Lanes ≤ 100 vehicles
1 Lane < 100 ≥ 300 vehicles
2 Lanes < 300 vehicles

Right-Turn Lane: 0 Lanes ≤ 500 vehicles
1 Lane < 500 ≥ 800 vehicles
2 Lanes < 800 vehicles

Table D: Queueing Analysis of Executive Dr. / Executive Wy.

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ Queue (N-T & N-T + P)
EB-L (AM)*	135'	44	-91	135'	55	-80	101	-34	46
EB-L (PM)*	135'	34	-101	135'	34	-101	36	-99	2
WB-L (AM)*	100'	66	-34	100'	65	-35	60	-40	-5
WB-L (PM)*	100'	138	38	100'	129	29	125	25	-4
SB-L (AM)*	50'	19	-31	50'	19	-31	19	-31	0
SB-L (PM)*	50'	22	-28	50'	26	-24	28	-22	2
NB-L (AM)	100'	142	42	100'	142	42	146	46	4
NB-L (PM)	100'	87	-13	100'	75	-25	92	-8	17

Note: * Project does not contribute peak hour trips to the turn movement.

A) Red font queues indicate queues exceeding the available storage length

B) Red font queues with yellow background indicate queues exceeding the available storage length for turn movements where the Project contributes peak hour traffic volumes

Table E: Queueing Analysis of Executive Wy. / La Jolla Village Dr.

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ Queue (N-T & N-T + P)
EB-L (AM)	195'	247	52	195'	254	59	255	60	1
EB-L (PM)	195'	224	29	195'	258	63	246	51	-12
EB-R (AM)*	330'	53	-277	330'	75	-255	54	-276	-21
EB-R (PM)*	330'	110	-220	330'	331	1	246	-84	-85
WB-L (AM)*	185' + 185' = 370'	144	-226	185' + 185' = 370'	127	-243	124	-246	-3
WB-L (PM)*	185' + 185' = 370'	387	17	185' + 185' = 370'	370	0	387	17	17
SB-L (AM)	90'	52	-38	90'	52	-38	51	-39	-1
SB-L (PM)	90'	137	47	90'	139	49	137	47	-2
NB-R (AM)*	85'	15	-70	85'	16	-69	17	-68	1
NB-R (PM)*	85'	66	-19	85'	89	4	100	15	11

Note: * Project does not contribute peak hour trips to the turn movement.

A) Red font queues indicate queues exceeding the available storage length

B) Red font queues with yellow background indicate queues exceeding the available storage length for turn movements where the Project contributes peak hour traffic volumes

Table F: Queueing Analysis of Towne Centre Dr. / Executive Dr.

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ Queue (N-T & N-T + P)
EB-L (AM)	110'	132	22	110'	154	44	136	26	-18
EB-L (PM)	110'	70	-40	110'	81	-29	78	-32	-3
WB-L (AM)*	110'	76	-34	110'	93	-17	106	-4	13
WB-L (PM)*	110'	144	34	110'	138	28	138	28	0
SB-L (AM)*	230'	36	-194	230'	75	-155	77	-153	2
SB-L (PM)*	230'	168	-62	230'	269	39	286	56	17
NB-L (AM)	240'	298	58	240'	325	85	320	80	-5
NB-L (PM)	240'	187	-53	240'	205	-35	213	-27	8
NB-R (AM)*	90'	140	50	90'	143	53	147	57	4
NB-R (PM)*	90'	59	-31	90'	69	-21	58	-32	-11

Note: * Project does not contribute peak hour trips to the turn movement.

A) Red font queues indicate queues exceeding the available storage length

B) Red font queues with yellow background indicate queues exceeding the available storage length for turn movements where the Project contributes peak hour traffic volumes

Table G: Queueing Analysis of Towne Centre Dr. / La Jolla Village Dr.

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ Queue (N-T & N-T + P)
EB-L (AM)*	135' + 135' = 270'	353	83	135' + 135' = 270'	342	72	350	80	8
EB-L (PM)*	135' + 135' = 270'	129	-141	135' + 135' = 270'	150	-120	147	-123	-3
EB-R (AM)	150'	167	17	150'	199	49	178	28	-21
EB-R (PM)	150'	238	88	150'	247	97	246	96	-1
WB-L (AM)*	190' + 190' = 380'	476	96	190' + 190' = 380'	482	102	466	86	-16
WB-L (PM)*	190' + 190' = 380'	461	81	190' + 190' = 380'	450	70	469	89	19
WB-R (AM)	170'	232	62	170'	206	36	203	33	-3
WB-R (PM)	170'	43	-127	170'	54	-116	46	-124	-8
SB-L (AM)	335' + 335' = 670'	247	-423	335' + 335' = 670'	289	-381	313	-357	24
SB-L (PM)	335' + 335' = 670'	809	139	335' + 335' = 670'	755	85	738	68	-17
SB-R (AM)*	160'	17	-143	160'	22	-138	30	-130	8
SB-R (PM)*	160'	131	-29	160'	102	-58	98	-62	-4
NB-L (AM)	140' + 140' = 280'	261	-19	140' + 140' = 280'	262	-18	269	-11	7
NB-L (PM)	140' + 140' = 280'	363	83	140' + 140' = 280'	357	77	373	93	16
NB-R (AM)*	200' + 200' = 400'	196	-204	200' + 200' = 400'	231	-169	236	-164	5
NB-R (PM)*	200' + 200' = 400'	496	96	200' + 200' = 400'	499	99	499	99	0

Note: * Project does not contribute peak hour trips to the turn movement.

A) Red font queues indicate queues exceeding the available storage length

B) Red font queues with yellow background indicate queues exceeding the available storage length for turn movements where the Project contributes peak hour traffic volumes

Table H: Queueing Analysis of La Jolla Village Dr. / I-805 SB Ramps

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ Queue (N-T & N-T + P)
EB-R (AM)	Channelized	-	-	Channelized	-	-	-	-	-
EB-R (PM)	Channelized	-	-	Channelized	-	-	-	-	-
WB-R (AM)*	585'	98	-487	585'	913	328	873	288	-40
WB-R (PM)*	585'	75	-510	585'	572	-13	589	4	17
SB-L (AM)*	455'	334	-121	455'	385	-70	421	-34	36
SB-L (PM)*	455'	72	-383	455'	54	-401	90	-365	36
SB-R (AM)	1000'	2,281	1,281	1000'	2,330	1,330	2,325	1,325	-5
SB-R (PM)	1000'	515	-485	1000'	565	-435	1,162	162	597

Note: * Project does not contribute peak hour trips to the turn movement.

A) Red font queues indicate queues exceeding the available storage length

B) Red font queues with yellow background indicate queues exceeding the available storage length for turn movements where the Project contributes peak hour traffic volumes

Table I: Systemic Safety Analysis for Pedestrians

Number	Intersection	Pedestrian Matrix Footprint	Existing Countermeasures	Proposed Engineering Countermeasures
1	Executive Drive / Executive Way	Footprint #2	High Visibility Crosswalks (North and East legs)	High Visibility Crosswalks (South and West legs)
2	Executive Way / Project Driveway "A"	-	*new intersection (Project Driveway)	-
3	La Jolla Village Drive /Executive Way	-	-	-
4	Executive Drive / Project Driveway "B"	-	-	-
5	Towne Centre Drive / Executive Drive	-	-	-
6	Towne Centre Drive / La Jolla Village Drive	-	-	-
7	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	-	-	-

Table J: Systemic Safety Analysis for Bicycles

Number	Intersection	Bicycle Matrix Footprint	Existing Countermeasures	Proposed Engineering Countermeasures
1	Executive Drive / Executive Way	-	-	-
2	Executive Way / Project Driveway "A"	Footprint #2	*new intersection (Project Driveway)	-
3	La Jolla Village Drive / Executive Way	-	-	-
4	Executive Drive / Project Driveway "B"	Footprint #2	*new intersection (Project Driveway)	-
5	Towne Centre Drive / Executive Drive	Footprint #1	-	Bicycle Loop Detectors for NB approach
6	Towne Centre Drive / La Jolla Village Drive	-	-	-
7	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	-	-	-

Table K: Systemic Safety Analysis for Vehicles

Number	Intersection	Vehicular Matrix Footprint	Existing Countermeasures	Proposed Engineering Countermeasures
1	Executive Drive / Executive Way	Footprint #3	-	Backplates w/Retroreflective Borders
2	Executive Way / Project Driveway "A"	-	*new intersection (Project Driveway)	-
3	La Jolla Village Drive / Executive Way	Footprint #2	-	Backplates w/Retroreflective Borders
4	Executive Drive / Project Driveway "B"	-	*new intersection (Project Driveway)	-
5	Towne Centre Drive / Executive Drive	Footprint #3	-	Backplates w/Retroreflective Borders
6	Towne Centre Drive / La Jolla Village Drive	Footprint #2	-	Backplates w/Retroreflective Borders
7	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	Footprint #2	-	Backplates w/Retroreflective Borders

1.0 INTRODUCTION

Urban Systems Associates, Inc. has prepared this LMA to evaluate the Project's effects on mobility, access, circulation, and related safety elements in the proximate area of the Project per the City of San Diego ("City") Transportation Study Manual (TSM; dated *9/29/2010*).

The Project is located on a 3.79-acre lot consisting of two parcels that are located at 4555 Executive Drive and 9291 Executive Way in the University Community Planning Area. The Project is bound to the north by Executive Drive, to the west by Executive Way, to the south by an Embassy Suites parking structure, and to the east by a residential complex known as Devonshire Woods.

Figure 1-1 includes a project vicinity map.

Figure 1-2 includes a project location map.

Refer to **Appendix A** for a Project Information Form (PIF).

Figure 1-1: Project Vicinity Map

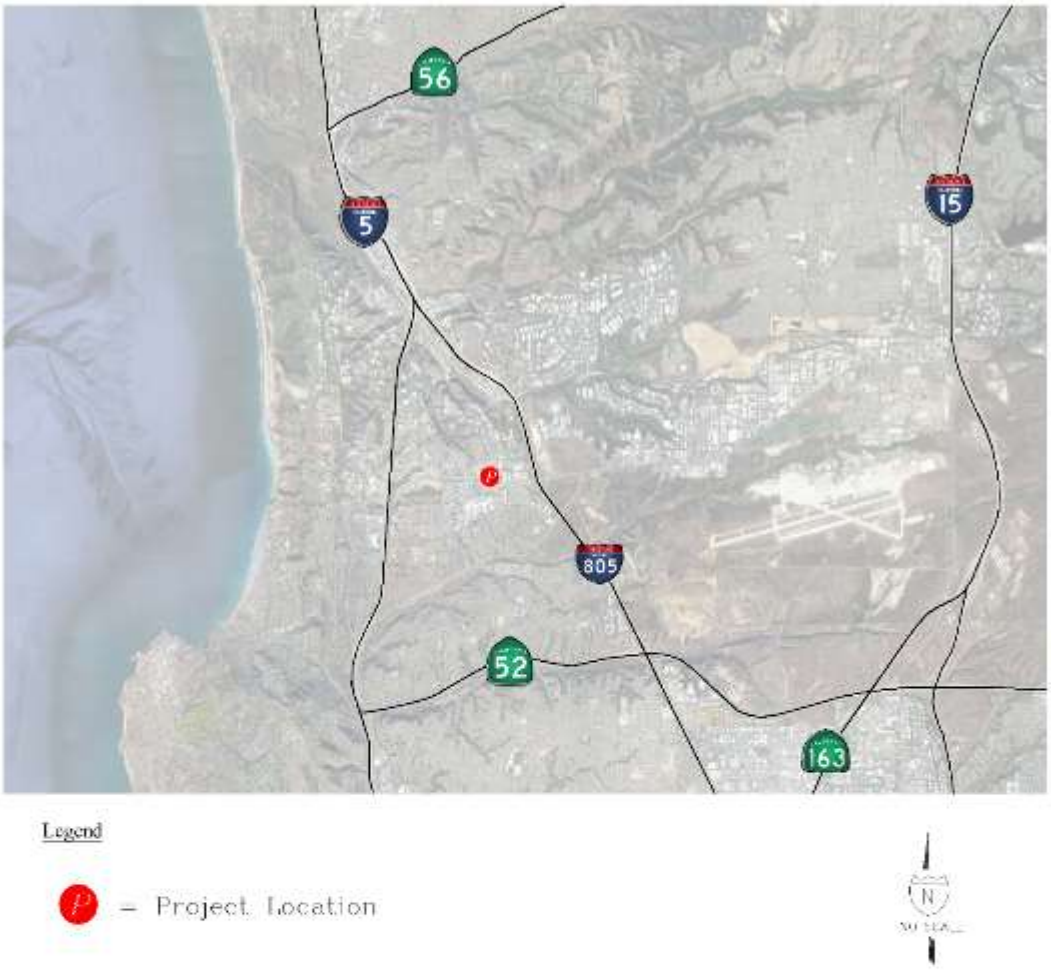


Figure 1-2: Project Location Map



2.0 PROJECT DESCRIPTION

2.1 Existing Setting

The Project is located on a 3.79-acre lot consisting of two parcels that are located at 4555 Executive Drive and 9291 Executive Way in the University Community Planning Area. The project site is currently developed with one (1) building supporting the San Diego Braille Institute consisting of a building area of 30,221 SF. The Project is bound to the north by Executive Drive, to the west by Executive Way, to the south by an Embassy Suites parking structure, and to the east by a residential complex known as Devonshire Woods.

Regional access to the site is provided by the junctions of Interstate 5 with Genesee Avenue (1.5 miles path-of-travel-distance away from the project site), the junction of Interstate 805 with La Jolla Village Drive (0.6 miles path-of-travel-distance away from the project site), and the junction of Interstate 5 with La Jolla Village Drive (1.2 miles path-of-travel- distance away from the project site). Direct access to the project site would occur along Executive Drive and Executive Way.

The site is in the RS-1-14 base zone within the University Community Planning Area. Additionally, the Nexus Technology Center Specific Plan (NTCSP, 1985), overlayed the site with the SR zone, which is now the IP-1-1 base zone.

2.2 Proposed Project

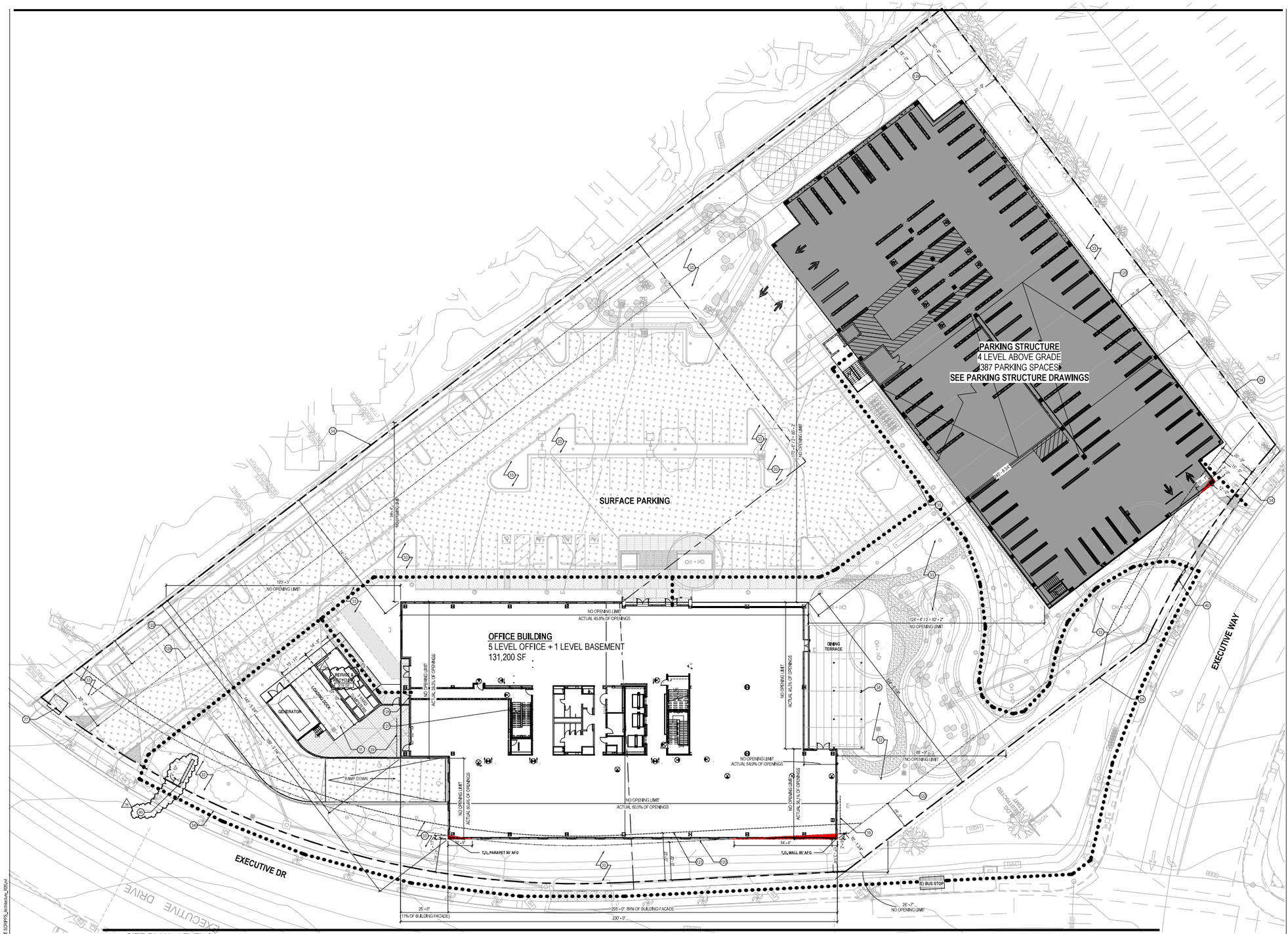
The Project proposes to redevelop the site through the demolition of the Braille Institute building consisting of approximately 30,221 SF of Educational uses and the construction of one (1) five-story 131,183 SF corporate headquarters/single-tenant building with a 25,522 SF basement (non-

trip generating space that includes 10,000 SF of amenities such as a 2,005 SF fitness space, and a 500 SF locker/shower/toilet space, and 15,522 SF of parking area for 33 vehicles). The project will also construct a four-story parking structure of 131,509 SF of area. Discretionary actions associated with the proposed Project consist of a Neighborhood Development Permit (NDP). The anticipated Opening Day of the project is estimated to be during Year 2023.

Figure 2-1 includes the project site plan.

Figure 2-1: Project Site Plan

Provided on the following page in 11”X17” format. The page is intentionally left blank.



1 SITE PLAN - LEVEL 01
SCALE: 1/16" = 1'-0"

SHEET NOTES

31 GREASE INTERCEPTOR, SPD, SCD
33 PLANTING AREA, SLAD
34 PROPERTY LINE, SCD
35 SHORT TERM BIKE PARKING
38 THREE (3) APPROXIMATELY 15' X 15' SHADE STRUCTURES. DEFERRED SUBMITTAL
39 BUILDING SIGNAGE AT PARAPET, 150 SF MAX.
40 MONUMENTAL SIGNAGE. SEE DETAILS.07-08MA.001
77 TRANSFORMER/TRANSFORMER PAD. SCD, SED.
120 20' - 0" SETBACK
121 25' FRONTAGE SETBACK 2
122 15' SIDE SETBACK
126 KNOX BOX
127 ROOF ACCESS STAIR
128 NEXUS TECHNOLOGY CENTRE SPECIFIC PLAN 30' - 0" BUFFER

GENERAL NOTES

1. UP TO 50 PERCENT OF THE LENGTH OF THE BUILDING FACADE MAY OBSERVE THE MINIMUM FRONT SETBACK PROVIDED THE REMAINING PERCENTAGE OBSERVES THE STANDARD FRONT SETBACK. THIS MAY OCCUR ON A FLOOR-BY-FLOOR BASIS. SDMC §131.0543(A). PARKING MAY ENCROACH UP TO 5 FEET INTO THE REQUIRED STANDARD FRONT YARD, BUT MAY NOT BE COVERED OR ENCLOSED, SDMC §131.0543(B).
2. UP TO 50 PERCENT OF THE LENGTH OF THE STREET SIDE BUILDING FACADE MAY OBSERVE THE MINIMUM STREET SIDE SETBACK PROVIDED THE REMAINING PERCENTAGE OBSERVES THE STANDARD STREET SIDE SETBACK. THIS MAY OCCUR ON A FLOOR-BY-FLOOR BASIS. SDMC §131.0543(E).
4. SEE SHEET A1.100, CIVIL DRAWINGS, LANDSCAPE ARCHITECT DRAWINGS, AND PARKING STRUCTURE DRAWINGS FOR PARKING INFORMATION

Table 7
Minimum Exterior Refuse and Recyclable Material Storage Areas for Non-Residential Development

Gross Floor Area Per Development (square feet)	Minimum Refuse Storage Area Per Development (square feet)	Minimum Recyclable Material Storage Area Per Development (square feet)	Total Minimum Area Per Development (square feet)
0-4,999	12	12	24
5,000-10,000	24	24	48
10,001-25,000	48	48	96
25,001-50,000	96	96	192
50,001-75,000	144	144	288
75,001-100,000	192	192	384
100,001+	192 plus 48 square feet for every 25,000 square feet of building area above 100,001	192 plus 48 square feet for every 25,000 square feet of building area above 100,001	384 plus 96 square feet for every 25,000 square feet of building above 100,001
Project: 131,183 sq. ft.	**252**	**252**	**504**

SOURCE: City of San Diego Municipal Code, Chapter 14, Article 2, Division 8: Refuse and Recyclable Material Storage Regulations, Section 142.0805, Table 142-08C

LEGEND

PROPERTY LINE
SETBACK
ACCESSIBLE PATH OF TRAVEL

Alexandria Real Estate
4555 Executive DriveSan Diego, CA 92121

Gensler
225 Broadway
Suite 100
San Diego, CA 92101
United States
Tel 619.557.2500
Fax 619.557.2520

Date	Description
B 02.12.2021	NDP
D 04.20.2021	NDP R1
E 05.28.2021	DD - 100%
F 07.08.2021	NDP - CYCLE 1 RESPONSE
I 09.17.2021	ISSUE FOR PLAN CHECK
G 12.17.2021	NDP - CYCLE 2 RESPONSE
H 02.18.2022	NDP - CYCLE 13 REPONSE

Seal / Signature

NOT FOR CONSTRUCTION

Project
SCRIPPS HEALTH HEADQUARTERS
Project
55.7845.000
Descriptio
SITE PLAN AT GROUND LEVEL

Scale
1/16" = 1'-0"

A1.101

© 2021 Gensler

Autodesk Docs://SHLA.001 - ARE_Scripps Blvd/ARE SCRIPPS_Architectural_R24.rvt
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2.3 Trip Generation

Trip Generation for the proposed Project is presented below. Using the City of San Diego Trip Generation Manual (May 2003) trip generation rates, the total Project trip generation has been calculated using driveway rates as shown below and considers the existing site buildings that are proposed to be demolished and proposed to remain. To calculate the trip generation for the Existing uses, driveway counts were collected at the existing driveways on Thursday, February 18th, 2021 (included in **Appendix D**). The driveway counts result in the existing uses generating 19 average daily trips (ADT) with 5 (4 In / 1 Out) AM peak hour trips and 2 (0 In / 2 Out) PM peak hour trips. The Project is anticipated to generate approximately 1,312 daily unadjusted driveway trips with 197 (177 In / 20 Out) AM peak hour trips and 197 (20 In / 177 Out) PM peak hour trips. After transit reductions are applied to the trip generation, the Project is calculated to generate a net increase of approximately 1,240 ADT with 162 (146 In / 16 Out) AM peak hour trips and 165 (17 In / 148 Out) PM peak hour trips.

Table 2-1 includes the project trip generation.

Table 2-1: Project Trip Generation

Land Use	Intensity	Rate*	ADT	AM						PM					
				Peak%*	Vol.	In %	Out%	In	Out	Peak%*	Vol.	In %	Out%	In	Out
Existing Land Uses															
****Braille Institute	30.221 KSF	-	19	-	5	- : -		4	1	-	2	- : -		0	2
Existing Sub-Total			19		5			4	1		2			0	2
Proposed Land Uses															
Corporate Headquarters/ Single Tenant Office	131.183 KSF	10 /KSF	1,312	15%	197	90% : 10%		177	20	15%	197	10% : 90%		20	177
***Basement	26,522 KSF	Non-Trip Generating													
Parking Structure	119.500 KSF	Non-Trip Generating													
Proposed Sub-Total			1,312		197			177	20		197			20	177
**Transit Reduction to Proposed Land Uses															
Transit Reduction % (Corporate Headquarters / Single Tenant Office - Employment)			4%		15%			15%	15%		15%			15%	15%
Transit Reduction (Corporate Headquarters / Single Tenant Office - Employment)			52		30			27	3		30			3	27
Proposed Sub-Total With Transit Credit			1,259		167			150	17		167			17	150
Net Increase			1,240		162			146	16		165			17	148

Source:

*Trip Generation rates referenced from the City of San Diego Trip Generation Manual, May 2003

Note:

ADT= Average Daily Trips

KSF = 1,000 Square Feet

**Trip reduction rates based on reduction criteria within City of San Diego Draft Transportation Study Manual (*9/29/2020*)

***Basement space consists of a fitness space (2,005 SF) lockers/showers/toilets (500 SF), and parking area (15,522 SF). The corporate headquarters/single-tenant building contains within its building space a kitchen space (1,198 SF), a coffee bar (250 SF), a servery (658 SF), a dining area (2,260 SF), and a service area (21,497 SF).

****Existing ADT and peak hour volumes have been approximated by conducting driveway counts at the existing driveways on Thursday February 18th, 2021. The referenced values represent the total ADT resulting from the collected traffic count data and the peak hour trips observed during the AM peak hour (8:00 AM - 9:00 AM) and PM peak hour (4:00 PM - 5:00 PM).

3.0 METHODOLOGY PROCEDURES AND CRITERIA

3.1 City of San Diego Transportation Study Manual

The City of San Diego has recently released a new set of guidelines for indicating the procedures to prepare transportation analysis for land development, roadway projects, and specific plans in the City of San Diego. This new set of guidelines known as the Transportation Study Manual (9/29/2020) is designed to implement a required shift from a LOS analysis to vehicle miles traveled (VMT) CEQA analysis as a result of Senate Bill 743 and to better address all transportation modes.

Consistent with the City's TSM, a Local Mobility Analysis (LMA) evaluates the effects of a development project on mobility, access, circulation, and related safety elements in the proximate area of the project. The LMA has the following objectives:

- Ensures that improvements identified in the Community Plan that support multi-modal circulation and access are constructed when needed.
- Identifies improvements needed to support and promote active transportation and transit modes.
- Ensures the project provides connections to the active transportation network and transit system.
- Addresses issues related to operations and safety for all transportation modes.

3.2 Screening Criteria

As identified within the City's TSM, all projects must complete an LMA unless they meet the following trip generation screening criteria:

- Land uses consistent with Community Plan/Zoning designation: generate less than 1,000 daily unadjusted driveway vehicle trips

  - The project is consistent with the current University Community Plan and is calculated to generate 1,312 daily unadjusted driveway vehicle trips defined per page 7 of the City's TSM, which are based on trip generation rates from the City of San Diego, Trip Generation Manual (*May 2003*).

- Land uses inconsistent with Community Plan/Zoning designation: generate less than 1,000 daily unadjusted driveway vehicle trips.

  - The project is consistent with the current University Community Plan. Therefore, this item does apply to this project.

- Within the Downtown Community Planning Area and generates less than 2,400 daily unadjusted trips.

  - The project is not located within the Downtown Community Planning Area and generates more than 2,400 daily unadjusted trips. Therefore, this item does not apply to this project.

3.3 Extents of Study

The extent of the LMA study area is determined for each mode as follows:

- Pedestrian: Documentation of pedestrian facilities and basic deficiencies (missing sidewalk, curb ramps, and major obstructions) within ½-mile walking distance measured

from each pedestrian access point (for example, driveways, internal project sidewalk connections to the street, etc.).

- Bicycle: Documentation of bicycle facilities and basic deficiencies (bike lane gaps, obstructions) within a ½-mile bicycling distance measured from the center of the intersection formed by each project driveway.

- Transit: Identification of the closest transit routes and stops to the project. If the transit stops are within ½-mile walking distance of each pedestrian access point, the condition of the stop amenities must be described/evaluated.

- Intersection Operations: Intersections are focal points within a mobility network where multiple modes interact and at times, conflict, in their movements. Understanding intersection operations is essential for understanding circulation and safety for all modes that traverse through the intersection.

    - For projects that generate less than 2,400 daily final driveway trips the typical study intersections are as follows:

        - All signalized intersections and signalized project driveways located within a ½-mile path of travel distance measured from the center of the intersection formed by each project driveway AND the project will add 50 or more peak hour final primary (cumulative) trips to any turning movement at the intersection.

        - All unsignalized intersections (side street stop-controlled, all-way stop-controlled, and roundabouts) and unsignalized project driveways located

within a ½-mile path of travel distance measured from the center of the intersection formed by each project driveway AND the project will add 50 or more peak hour final primary (cumulative) trips in either direction.

- All freeway ramp terminal intersections where a project adds 50 or more peak hour final primary (cumulative) (AM or PM) net new trips in either direction must be analyzed regardless of their distance from the project site.

- For projects that generate more than 2,400 daily final driveway trips the typical study intersections are as follows:
  - All signalized intersections and signalized project driveways where the project will add 50 or more peak hour final primary (cumulative) trips to any turning movement at the intersection.
  - All unsignalized intersections (side street stop-controlled, all-way stop-controlled, and roundabouts) and unsignalized project driveways located within a ½-mile path of travel distance measured from the center of the intersection formed by each project driveway AND the project will add 50 or more peak hour final primary (cumulative) trips on any approach.
  - All freeway ramp terminal intersections where a project adds 50 or more peak hour final primary (cumulative) (AM or PM) net new trips in either direction must be analyzed regardless of their distance from the project site.

- Roadway Segments: The study area should include any roadway segments where the project adds 1,000 or more daily final primary trips (cumulative trips) if consistent with the Community Plan, or 500 or more daily final primary trips (cumulative trips) if inconsistent with the Community Plan AND:
    - Have improvements identified in the community plan; OR
    - Not built to the community plan ultimate classification (including planned new circulation element roadways).

3.4 Analysis Methodology

3.4.1 Pedestrian Analysis

Pedestrian analysis should primarily focus on pedestrian connectivity, walkshed analysis, the presence of adequate facilities, etc. However, in dense, urban environments featuring substantial pedestrian volumes, analysis of pedestrian facilities (i.e., sidewalks and crosswalks) may be required in accordance with the latest version of the HCM. Mid-block pedestrian crossing treatments should also be evaluated using available research and recommendations.

3.4.2 Bicycle Analysis

Project effects on existing and proposed bicycle facilities should be reviewed in consideration of the following:

- Bicycle analysis should primarily focus on bicycle connectivity, bikeshed analysis, presence of adequate facilities, etc.;

- Consistency with the City's Bicycle Master Plan and the Community's Bicycle Mobility Element;
- On-site bike parking supply as well as bike-share bicycles that may be parked/stored on public sidewalks.

3.4.3 Transit Analysis

Project effects on the transportation system should be evaluated in consideration of the following:

- Increased travel time for buses that could adversely affect on-time performance (intersection delay, corridor delay, movement delay (for transit));
- Conflicts (e.g., weaving, sight distance, etc.) involving buses at a stop due to nearby driveways;
- Planned and/or proposed transit improvements and stops identified in community plans, the RTIP, and/or RTP within the study area Project effects on transit system ridership are not typically considered an issue but may be evaluated under special circumstances (e.g., new office building along a bus line that already has substantial peak period ridership).

3.4.4 Systemic Safety Review

Study intersections should be compared to the City of San Diego Systemic Safety: The Data-Driven Path to Vision Zero report to determine if a study intersection meets any hot spot criteria identified in Appendix C: Identification of Systemic Hotspots of the report. If a study intersection meets any of the criteria, the applicant should evaluate any potential countermeasures and

coordinate with the Development Services Department Transportation Development Section staff to determine appropriate intersection improvements.

3.4.5 Signalized & Unsignalized Intersection Analysis

Traffic operational impacts at signalized intersections and unsignalized intersections (all-way stop, side-street stop, and roundabout) shall be analyzed using standard or state-of-the-practice procedures consistent with the latest edition of the Highway Capacity Manual (HCM) published by the Transportation Research Board.

The following provides general guidelines for the parameters necessary to perform the analysis. For existing and opening year conditions within five years of commencement of the LMA, the parameters should generally be based on field measurements taken during traffic data collection or field observation. For new study intersections or to analyze an opening year that is beyond five years of commencement of the LMA, the guidelines in **Table 3-1** can be used to determine input parameters.

Table 3-1: Signalized Intersection Analysis Parameters

Parameter	Guidance
Peak Hour Factor	Use the measured PHF by intersection approach that is obtained during traffic data collection. For new intersections or to analyze conditions beyond five years of commencing the LMA, refer to the HCM and maintain consistency across analysis periods, scenarios, and intersections.
Saturation Flow Rate	Use typical saturation flow rate presented in the HCM. The current typical saturation flow rate is 1,900 vehicles per hour per lane.
Signal Timing	Obtain signal timing plans from the appropriate agency and use the timing *by time of day if provided) for the analysis. For new traffic signals, typically use a maximum cycle length of 120 seconds for intersections near freeway interchanges or at the intersection of two arterial roadways. For all other conditions use a maximum of 90 seconds. For all conditions, ensure that the minimum pedestrian crossing times are utilized.
Conflicting Pedestrians and Pedestrian Calls	Use pedestrian count data if available. If not available, refer to the HCM for appropriate minimum values.
Heavy Truck Percentage	If available, use observed values from field observations or traffic counts. If unavailable, the minimum recommended value is 3%. Heavy truck percentages should be higher on truck routes.
Lane Utilization Factor	If applicable, adjust the lane utilization factor based on field observations. Otherwise, refer to the HCM.

The most recent procedure from the HCM (HCM 6th Edition, Transportation Research Board, 2016) has been implemented in this LMA. The procedure in Chapter 19, which is used to analyze signalized intersections, is the "operational method." This method determines the Level of Service (LOS) based on the average control delay for the entire intersection expressed in seconds. Table 3-2 shows the LOS based upon the delay. The procedure in Chapter 20 (Two Way Stop Control) and Chapter 21 (All-Way Stop Control) were used to analyze unsignalized intersections. The measure of effectiveness for unsignalized intersections is determined by the computed control

delay for the entire intersection for all-way stop control and is defined for each minor movement for two-way stop control. A computer software package called “Synchro Version 10” supports this methodology and is used to complete the analysis for signalized and unsignalized intersections.

Table 3-2: Level of Service Criteria for Intersections

Signalized Intersections

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	≤ 1.0	> 1.0
≤ 10	A	F
> 10-20	B	F
> 20-35	C	F
> 35-55	D	F
> 55-80	E	F
> 80	F	F

Source: HCM 6th Edition, Transportation Research Board 2016, Exhibit 19-8

Two-Way Stop-Controlled Intersections (1)(2)

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	v/c > 1.0
0-10	A	F
> 10-15	B	F
> 15-25	C	F
> 25-35	D	F
> 35-50	E	F
> 50	F	F

Source: HCM 6th Edition, Transportation Research Board 2016, Exhibit 20-2

Note:

1) The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

2) The intersection worst approach delay is the reported delay for TWSC intersections. Note that it its important to consider measures of effectiveness such as V/C ratios, average queue lengths, and 95th percentile queue lengths in addition to considering delay.

All-Way Stop-Controlled Intersections

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	v/c > 1.0
0-10	A	F
> 10-15	B	F
> 15-25	C	F
> 25-35	D	F
> 35-50	E	F
> 50	F	F

Source: HCM 6th Edition, Transportation Research Board 2016, Exhibit 21-8

3.4.6 Roadway Segment Analysis

Roadway segment analysis should be evaluated for any roadway segment that has identified improvements (including planned new circulation element roadways) in the Community Plan and the project is expected to add 1,000 or more daily final primary trips (cumulative trips) if consistent with the Community Plan, or 500 or more daily final primary trips (cumulative trips) if inconsistent with the Community Plan. Roadways should be evaluated using the roadway classification criteria shown in **Table 3-3**. The intent of this analysis is to determine if the project results in the need to implement roadway improvements as identified in the Community Plan. The functional classification of the roadway segment should be evaluated in this analysis.

Table 3-3: Roadway Classifications, LOS, and ADT

STREET CLASSIFICATION	LANES	LEVEL OF SERVICE				
		A	B	C	D	E
Expressway	8 lanes	40,000	56,000	80,000	93,500	107,000
Expressway	7 lanes	35,000	49,000	70,000	82,000	93,500
Expressway	6 lanes	30,000	42,000	60,000	70,000	80,000
Prime Arterial[1]	8 lanes	35,000	50,000	70,000	75,000	80,000
Prime Arterial[1]	7 lanes	30,000	42,500	60,000	65,000	70,000
Prime Arterial	6 lanes	25,000	35,000	50,000	55,000	60,000
Prime Arterial[10]	5 lanes	20,000	28,000	40,000	45,000	50,000
Prime Arterial[11]	4 lanes	17,500	24,500	35,000	40,000	45,000
Major Arterial[2]	7 lanes	22,500	31,500	45,000	50,000	55,000
Major Arterial	6 lanes	20,000	28,000	40,000	45,000	50,000
Major Arterial[3]	5 lanes	17,500	24,500	35,000	40,000	45,000
Major Arterial	4 lanes	15,000	21,000	30,000	35,000	40,000
Major Arterial	3 lanes	11,250	15,750	22,500	26,250	30,000
Major Arterial	2 lanes	7,500	10,500	15,000	17,500	20,000
Major Arterial *(one-way)*[4]	3 lanes	12,500	16,500	22,500	25,000	27,500
Major Arterial *(one-way)*[5]	2 lanes	10,000	13,000	17,500	20,000	22,500

Table 3-3: Roadway Classifications, LOS, and ADT (cont'd)

STREET CLASSIFICATION	LANES	LEVEL OF SERVICE				
		A	B	C	D	E
Collector *(with two-way left turn lane)*	5 lanes	12,500	17,500	25,000	30,750	37,500
Collector *(with two-way left turn lane)*	4 lanes	10,000	14,000	20,000	25,000	30,000
Collector *(with two-way left turn lane)*	3 lanes	7,500	10,500	15,000	18,750	22,500
Collector *(with two-way left turn lane)*	2 lanes	5,000	7,000	10,000	13,000	15,000
Collector *(without two-way left turn lane)*	4 lanes	5,000	7,000	10,000	13,000	15,000
Collector *(without two-way left turn lane)*[6]	3 lanes	4,000	5,000	7,500	10,000	11,000
Collector *(without two-way left turn lane)*	2 lanes	2,500	3,500	5,000	6,500	8,000
Collector *(with no fronting property)*	2 lanes	4,000	5,500	7,500	9,000	10,000
Collector *(one-way)*[7]	3 lanes	11,000	14,000	19,000	22,500	26,000
Collector *(one-way)*[8]	2 lanes	7,500	9,500	12,500	15,000	17,500
Collector *(one-way)*[9]	1 lane	2,500	3,500	5,000	6,500	7,500
Sub-Collector *(Single-family)*	2 lanes	--	--	2,200	--	--

Notes:

The volumes and the average daily level of service listed above are only intended as a general planning guideline. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

[1]Calculated assuming that each additional lane above a 6-Ln Arterial adds 5,000 ADT for LOS A, 7,500 ADT for LOS B and 10,000 ADT for LOS C, D, and E

[2]Calculated assuming that ADT is 1/2 way between steps of a 6-Ln Major Arterial & 6 Ln Prime Arterial

[3]Calculated assuming that ADT is 1/2 way between steps of a 4-Ln Major Arterial & 6 Ln Major Arterial

[4]Calculated using: Capacity = 0.5 (6-Ln Major (2-way) + Added Capacity of 2,500 ADT)

[5]Calculated using: Capacity = 0.5 (4-Ln Major (2-way) + Added Capacity of 2,500 ADT)

[6]Calculated using: Capacity = 4-Ln Collector (no center lane) * (3/4)

[7]Calculated using: Capacity = 2-Ln Collector (one-way) * (3/2)

[8]Calculated using: Capacity = 0.5 (4-Ln Collector w/continuous left turn lane) + Added Capacity of 2,500 ADT)

[9]Calculated using: Capacity = 0.5 (2-Ln Collector w/ continuous left turn lane). Capacity took into account parking friction from both sides of roadway

[10] Calculated by applying same differences between 8-Ln Prime & 7-Ln Prime & 7-Ln Prime & 6-Ln Prime

[11] Calculated assuming ratio between 6-Ln Prime & 6-Ln Major applied to 4-Ln Major

3.4.7 Freeway Analysis

Freeway analysis should focus on off-ramp queuing spillbacks onto the freeway mainline. Studies should normally document changes in off-ramp maximum queues and propose mitigation for queues that spill back onto mainline (or exacerbate conditions already or projected to be) occurring. Freeway interchange analysis should be coordinated with Caltrans.

3.4.8 Identifying Off-Site Improvements

Off-site improvements to accommodate project traffic that addresses access, circulation, and safety for all modes should be determined using the following analysis methods for each type of improvement:

- **Pedestrian Facilities**
  - Closing sidewalk gaps/removing obstructions:
    - The project should construct sidewalks to close sidewalk gaps adjacent to the project site.
    - The project should remove sidewalk obstructions that constrain pedestrian access routes to less than four feet adjacent to the project site.
    - The project should construct curb ramps/meet accessibility standards for any intersections adjacent to the project site.
  - Accommodating pedestrian demand:
    - The project should consider adding traffic calming and pedestrian-related signal timing changes (such as pedestrian hybrid beacons, leading pedestrian interval signal timing, etc.) to accommodate an increase in

pedestrian demand on roadways and intersections adjacent to the project site.

- **Bicycle Facilities**
  - Accommodating bicycle demand:
    - The project should construct (or reserve space for) any planned bicycle facility per the Community Plan or Bicycle Master Plan.
    - The project should consider upgrading adjacent bicycle facilities by adding upgraded treatments (such as green bike lane paint, buffers, etc. where appropriate) to accommodate an increase in bicycle demand.
- **Transit Facilities**
  - Transit priority treatments/improvements:
    - The project should consider transit priority treatments when operational analysis determines a transit movement would experience LOS E or worse.
    - The project should consider transit priority treatments identified within the Community Plan for the study area.
  - Proposed transit stops:
    - The project should consider accommodating transit stops to serve existing or proposed transit services, including those identified in the Community Plan, RTIP, and/or RTP within the study area. The project should coordinate any identified transit stops with SANDAG, the Metropolitan Transit System (MTS), and/or the North County Transit District (NCTD).

- Transit stop amenities:
  - The project should coordinate with MTS and/or the NCTD, as applicable, to determine additional or upgraded transit stop amenities.

➢ **Signalized Intersections**

- Adding or lengthening a turn lane:
  - Left-Turn Lane
    - No Existing Left-Turn Lane: If the project adds traffic to an individual left-turn movement causing the total number of peak hour left-turns to exceed 100, consider adding a left-turn lane.
    - Existing Left-Turn Lane: If the project adds traffic to an individual left-turn movement causing the total number of peak hour left-turns to exceed 300, consider adding a second left-turn lane.
  - Right-Turn Lane
    - No Existing Right-Turn Lane: If the addition of a right-turn lane will not negatively affect other roadway users, will maintain a comfortable roadway environment, and the project adds traffic to an individual right-turn movement causing the total number of peak hour left-turns to exceed 500, consider adding a right-turn lane.
    - Existing Right-Turn Lane: If the addition of a right-turn lane will not negatively affect other roadway users, will maintain a comfortable roadway environment, and the project adds traffic to an individual

right-turn movement causing the total number of peak hour left-turns to exceed 800, consider adding a second right-turn lane. Dual right-turns may require supplementary treatments including but not limited to the following:

- ➔ No right-turn on red with blank-out signs
- ➔ Lead pedestrian intervals (LPIs)
- ➔ Cycle treatment for bicyclists

- Lengthening a Turn Pocket
  - If the project adds traffic to a turning movement and causes the 95th percentile queue to exceed the available turn pocket length, consider lengthening the turn pocket.

- A signal timing improvement or signal modification is required if:
  - The project is within a ½-mile path of travel of a Major Transit Stop, and the project causes the intersection to degrade to a LOS F, or if the project adds traffic to a signal that is operating at a LOS F without project traffic.
  - The project is outside a ½-mile path of travel of a Major Transit Stop, and the project causes an intersection to degrade to a LOS E or F, or if the project adds traffic to a signal operating at a LOS E or F without project traffic.

➢ **Unsignalized Intersections**

- A traffic signal or roundabout can be constructed to a side-street stop-controlled intersection if:

- The project is within ½ mile path of travel of a Major Transit Stop, and the project causes the worst movement of a side street stop-controlled intersection to degrade to a LOS F, or if the project adds traffic to the worst movement that is operating at a LOS F without project traffic.
- The project is outside ½ mile path of travel of a Major Transit Stop, and the project causes the worst movement of a side street stop-controlled intersection to degrade to a LOS E or F, or if the project adds traffic to the worst movement that is operating at a LOS E or F without project traffic.

➢ **Roadway Segments**

- A roadway segment should be improved as identified in the community plan (including upgrading to ultimate classification) based on the following:
  - If the project adds greater than 50% of total daily vehicle trips to the segment, the project should consider implementing the improvement as identified in the community plan.
  - If the project adds less than or equal to 50% of total daily vehicle trips on the segment, the project should evaluate its fair share towards the improvement.

4.0 PROJECT STUDY AREA, TRIP DISTRIBUTION, & TRIP ASSIGNMENT

4.1 Project Study Area

Figure 4-1 shows the study area which includes 7 intersections.

4.1.1 Intersections

As shown in the Project trip generation in **Table 2-1**, the Project is calculated to generate a net increase of approximately **1,240** average daily trips (ADT) with **162** (146 In / 16 Out) AM peak hour trips and **165** (17 In / 148 Out) PM peak hour trips.

Consistent with the City's TSM, for projects that generate less than 2,400 daily final driveway trips the typical study intersections are as follows:

- All signalized and unsignalized intersections and project driveways located within a ½-mile path of travel distance measured from the center of the intersection formed by each project driveway AND the project will add 50 or more peak hour final primary (cumulative) trips to any turning movement at the intersection.
- All freeway ramp terminal intersections where a project adds 50 or more peak hour final primary (cumulative) (AM or PM) net new trips in either direction must be analyzed regardless of their distance from the project site.

A list of the Project study intersections is included in **Table 4-1**.

As shown in **Figure 4-5**, the Project will add 50 or more peak hour final primary (cumulative) trips to any turning movement at the following intersection:

- Executive Way / Project Driveway "A"

The Project will analyze additional intersections that are adjacent to the project site and/or key for the access of Project traffic to the project site and local transportation corridors and are also locally important intersections. These intersections include the following:

- Executive Drive / Executive Way
    - *The intersection is the closest signalized intersection northwest of the project site.*
- Executive Way / La Jolla Village Drive
    - *The intersection is the closest signalized intersection southwest of the project site.*
- Executive Drive / Project Driveway "B"
    - *This intersection is an access point to the project site.*
- Executive Drive / Towne Centre Drive
    - *The intersection is the closest signalized intersection east of the project site.*
- La Jolla Village Drive / Towne Centre Drive
    - *The intersection is an important intersection of two corridors of the University Community to which the Project is anticipated to add peak hour traffic in all travel directions.*
- La Jolla Village Drive / I-805 SB Ramps
    - *The intersection is an important intersection of one main corridor and one of the most important access points to the University Community.*

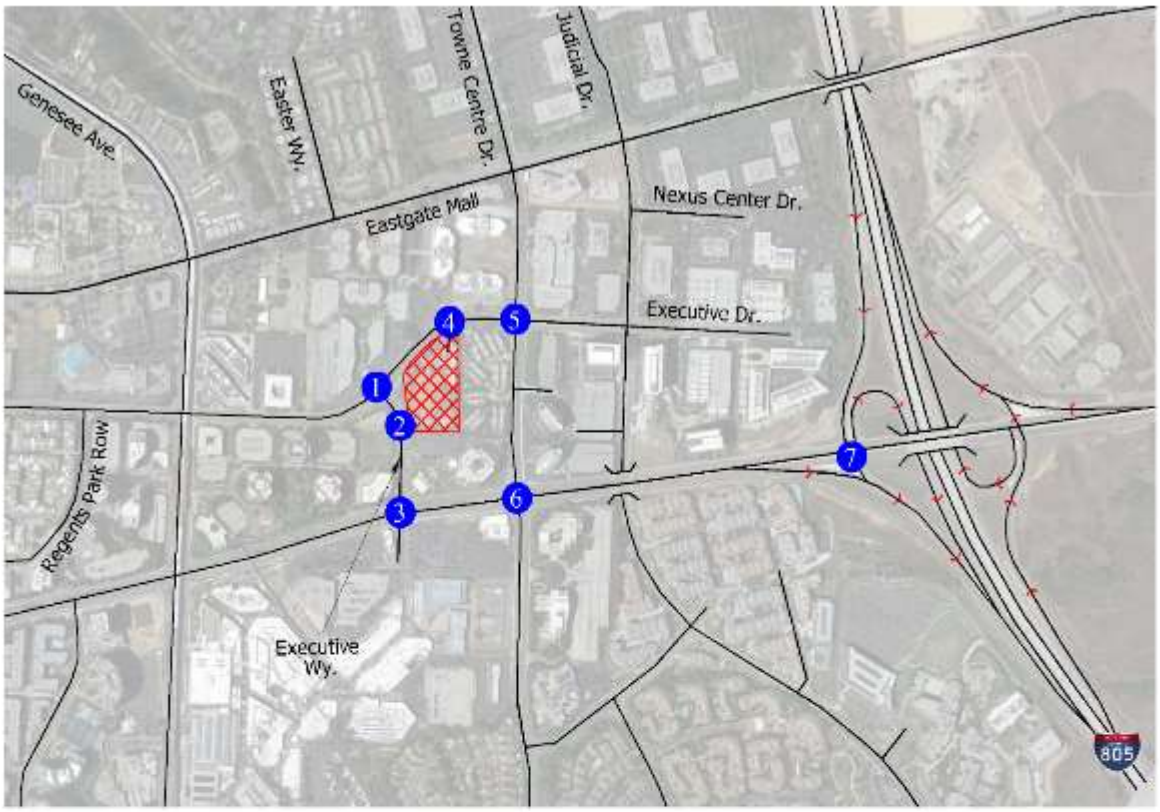
4.1.2 Roadway Segments

The Project is consistent with the current University Community Plan, therefore, as stated with the City's TSM, the study area should include roadway segments where a project adds 1,000 or more daily final primary trips (cumulative trips) if consistent with the Community Plan, AND:

- Have improvements identified in the community plan; OR
- Not built to the community plan ultimate classification (including planned new circulation element roadways).

No street segments have been identified to meet the criteria above.

Figure 4-1: Project Study Area and Intersection Key



Legend

= Project Location

= Study Intersection

N
NO SCALE

Table 4-1: Study Intersections

Number	Intersection
1	Executive Drive / Executive Way
2	Executive Way / Project Driveway "A"
3	Executive Way / La Jolla Village Drive
4	Executive Drive / Project Driveway "B"
5	Executive Drive / Towne Centre Drive
6	La Jolla Village Drive / Towne Centre Drive
7	La Jolla Village Drive / I-805 SB Ramps

4.2 Project Trip Distribution and Trip Assignment

Trip distribution of project traffic will be based on a SANDAG Series 13 Year 2050 Select Zone Forecast. As shown in the Select Zone Forecast model (refer to **Appendix B**) that was requested of SANDAG for this project, the project is located within Traffic Analysis Zone (TAZ) 2250.

The SANDAG Series 13 Year 2050 Select Zone Forecast has been used as the primary source to establish the project trip distribution.

Although a project should typically use a select zone analysis for the model forecast year closest to the project opening year, trip distribution results of the Series 13 Year 2050 Select Zone Forecast are expected to be similar to a Series 13 Year 2025 Select Zone Forecast. The roadway network in the University Community dictates the travel behavior and distribution. The roadway network within the University Community is nearly identical between the two model years even considering the currently planned roadway connections in-place for the community; in particular, the northern side of the community within which the Project is located.

Previous comparisons of select-zone results for multiple forecast years did not yield significant differences in other projects. As an example, a comparison of a Series 14 ABM 2 Year 2025 select zone analysis versus a Series 13 Year 2050 select zone analysis for TAZ 2236 for another project in the immediate vicinity (PTS# 647676) was conducted. The land uses analyzed by the two select zone analysis models consist of office-scientific research and development uses. The Series 13 Year 2050 model for PTS#647676 is based on the intensification of existing office-scientific research and development uses with associated amenity spaces. For the Series 14 Year 2025 model for PTS#647676, the model is based on the demolition of two (2) existing scientific research

and development buildings and the construction of two (2) new scientific research and development buildings including accessory/amenity space. Since both select zone runs included office–scientific research and development uses, the distribution variable is isolated and the significant difference between the two model runs is the model series year.

Table 4-2 shows a roadway segment percentage distribution comparison of the Series 13 Year 2050 and the Series 14 ABM 2 Year 2025 select zone analysis models.

Table 4-2: SANDAG Series 13 Year 2050 and Series 14 ABM 2 Year 2025 SZA Comparison

Roadway Segment	S13 Y2050 SZA	S14 ABM 2 Y2025 SZA
La Jolla Village Dr. (W/O Regents Rd.)	9%	10%
La Jolla Village Dr. (W/O Towne Centre Dr.)	5%	7%
Executive Dr. (W/O Towne Centre Dr.)	9%	11%
Genesee Ave. (N/O Eastgate Mall)	9%	8%
Genesee Ave. (S/O Nobel Dr.)	5%	4%
La Jolla Village Dr. (E/O Towne Centre Dr.)	26%	27%
Eastgate Mall (E/O I-805 Overpass)	15%	17%
Miramar Rd. (E/O Eastgate Mall)	14%	16%
I-805 (S/O Nobel Dr.)	12%	14%

As shown in **Table 4-2** model localized distortions are not present in segments that are not adjacent to the analyzed TAZ. The variance from the two models is generally within 2% and no model presents predominantly higher or lower percentages of traffic throughout the roadway segments. Therefore, it is anticipated that results between the Series 13 Year 2050 TAZ 2250 forecast used for this project and the appropriate Series 14 ABM 2 Year 2050 TAZ 2250 forecast would also be similar and no magnitude adjustments are necessary.

As shown in the forecast, three loading points connect the site to the adjacent roadway network; these loading points connect the project site to Executive Drive (loading 4% of project traffic), Executive Way (loading 38% of project traffic), and Towne Centre Drive (loading 58% of project traffic). The project is proposing two access driveways; one driveway along Executive Way and another driveway along Executive Drive, which renders the loading point connecting the project site with Towne Centre Drive as not representative of the proposed project access driveways.

An adjustment of the distribution of project traffic shown on the forecast has been made to account for the project traffic (58%) that is shown in the forecast to connect the site with Towne Centre Drive. The project traffic shown along Towne Centre Drive has been rerouted throughout the existing roadway network to distribute east of the intersection of Towne Centre Drive at La Jolla Village Drive as shown in the model, but taking into consideration the two (2) proposed project access points. Therefore, the 58% of project traffic loaded onto Towne Centre Drive has been rerouted to access and egress the site through Executive Drive (with an additional 26% of project traffic for a total of 30%) and Executive Way (with an additional 32% of project traffic for a total of 70%).

Refer to **Appendix B** for the SANDAG Series 13 Year 2050 Select Zone Analysis model for the Project, for the SANDAG Series 13 Year 2050 Select Zone Analysis model for PTS#647676, and SANDAG Series 14 ABM 2 Year 2025 Select Zone Analysis model for PTS#647676.

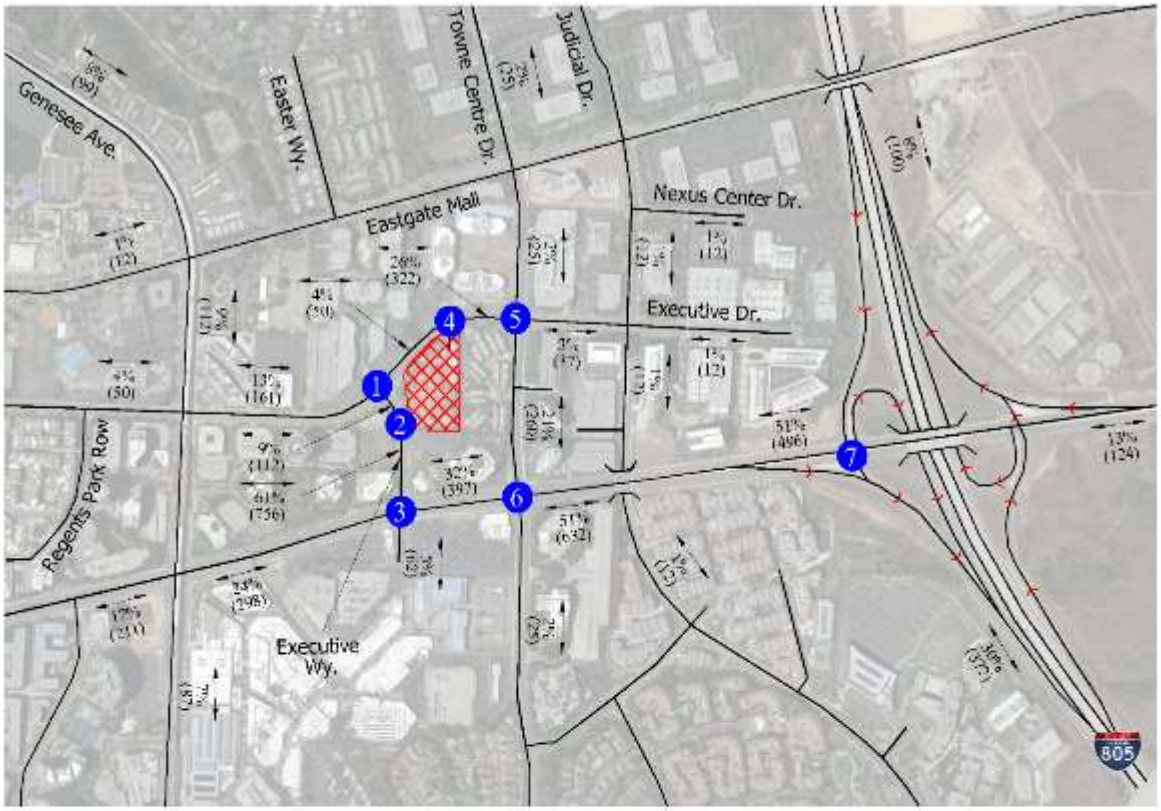
Figure 4-2 shows the Project Only trip distribution percentages and ADT.

Figure 4-3 shows the Project Only trip assignment for inbound Project traffic.

Figure 4-4 shows the Project Only trip assignment for outbound Project traffic.

Figure 4-5 shows the Project Only AM and PM peak hour traffic volumes assigned to the local street system.

Figure 4-2: Project Only Trip Distribution Percentages and ADT



Legend

= Project Location

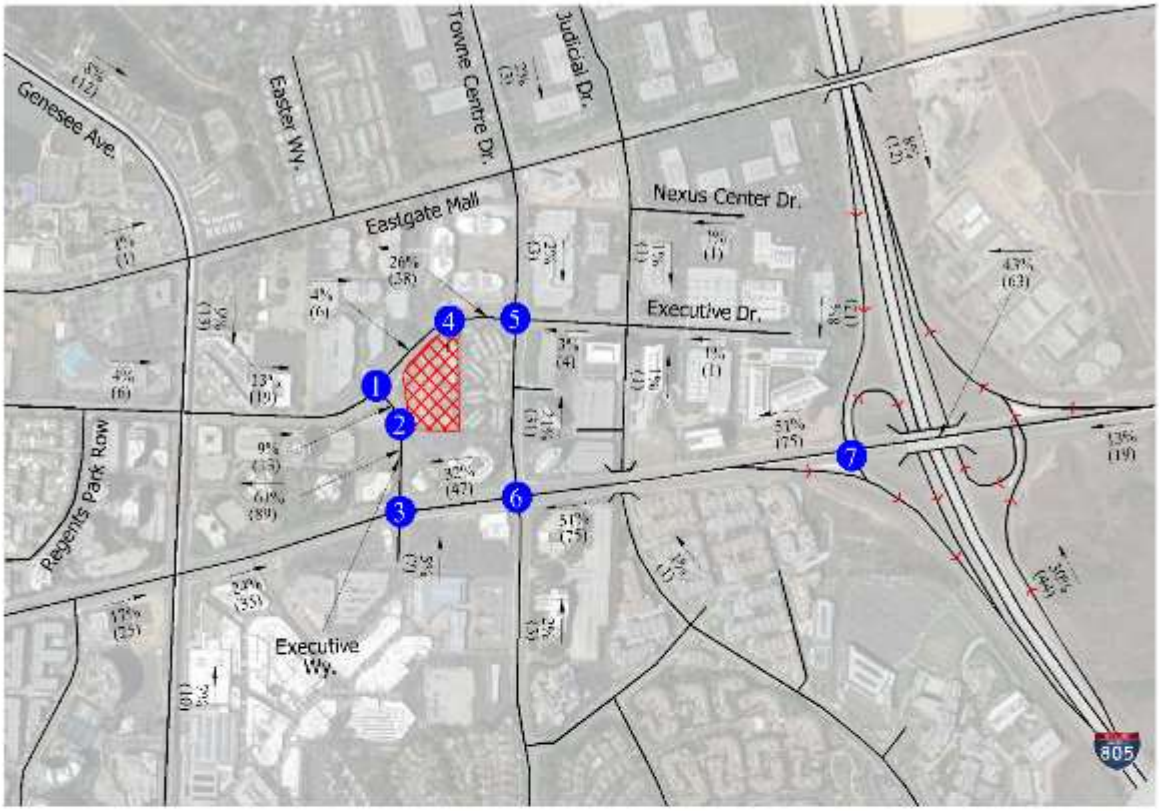
= Study Intersection

XX% = Trip Distribution Percentage

(XX,XXX) = Project Only ADT

N
NO SCALE

Figure 4-3: Project Only Inbound Trip Assignment Percentages



Legend

= Project Location

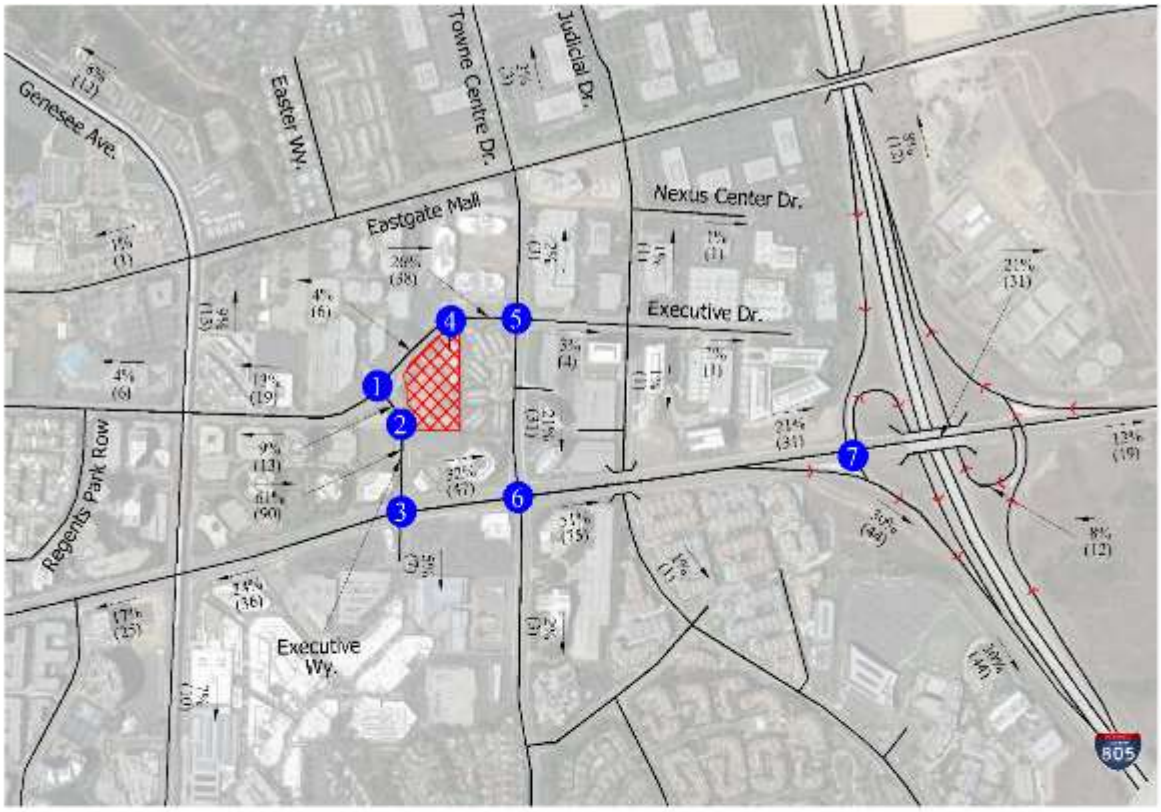
= Study Intersection

XX% = Trip Assignment (Inbound) Percentage

(XX,XXX) = Trip Assignment (Inbound) – Highest Peak Hour (AM Peak)

N
NO SCALE

Figure 4-4: Project Only Outbound Trip Assignment Percentages



Legend

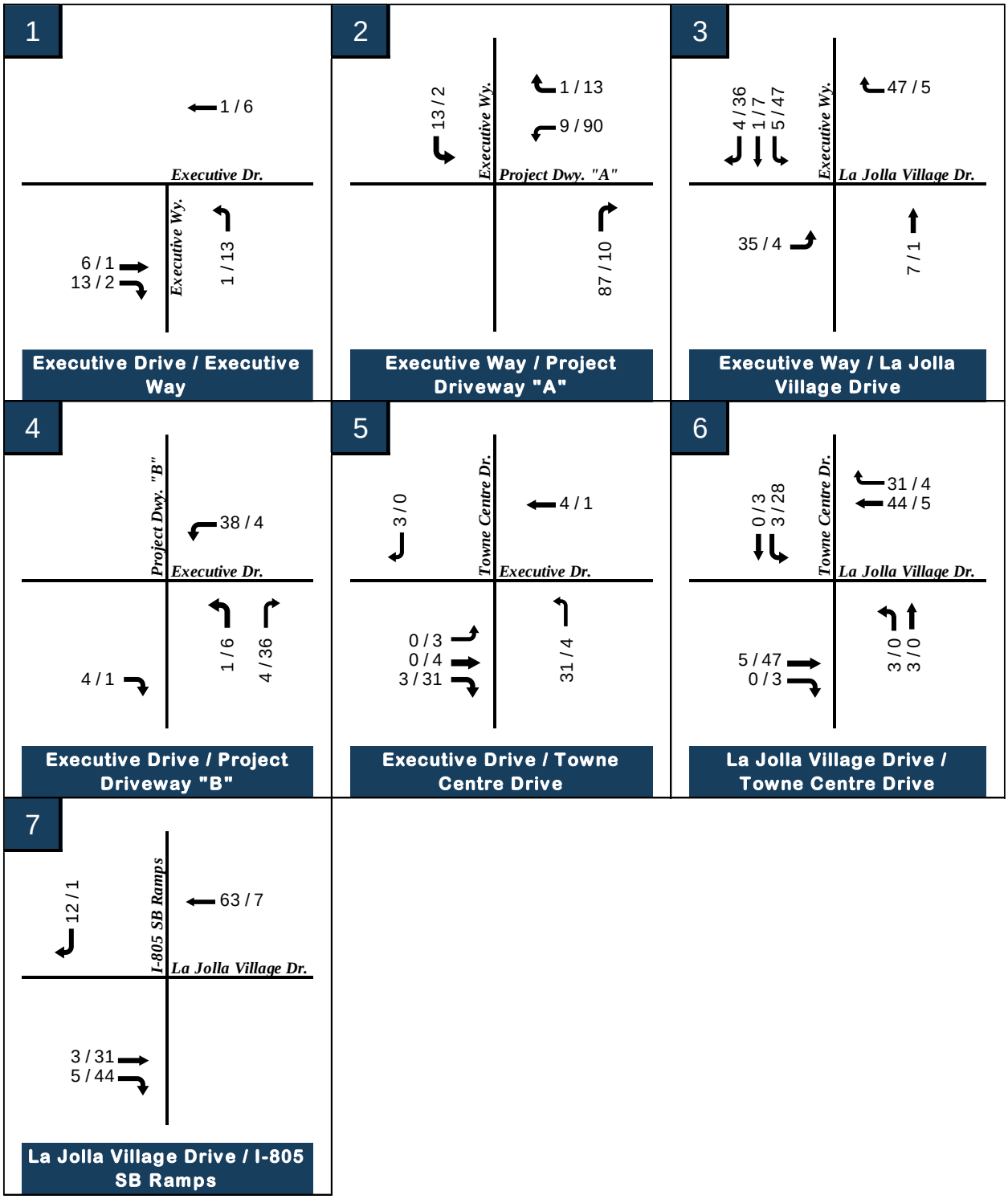
= Project Location

= Study Intersection

XX% = Trip Assignment (Outbound) Percentage

(XX,XXX) = Trip Assignment (Outbound) – Highest Peak Hour (PM Peak)

Figure 4-5: Project Only AM / PM Peak Hour Volumes



XX / XX = AM / PM Peak hour volumes

5.0 EXISTING CONDITIONS

5.1 Pedestrian Facilities

Pedestrian connectivity will be provided from the Project access points along Executive Drive and Executive Way project frontages via 6-foot-wide non-contiguous sidewalks. Contiguous sidewalks extend uninterrupted on both sides of Executive Drive between Regents Road and Judicial Drive and Executive Way between Executive Drive and La Jolla Village Drive. Additionally, Towne Centre Drive provides a mixture of contiguous and noncontiguous sidewalks from north of Eastgate Mall to south of Golden Haven Drive.

La Jolla Village Drive provides contiguous sidewalks on both sides between Genesee Avenue, and just west of I-805 SB Ramps.

Genesee Avenue provides contiguous sidewalks between La Jolla Village Drive and Eastgate Mall.

At the intersection level, the signalized intersection of Executive Drive at Executive Way currently has marked crosswalks at all four (4) intersection legs, including a continental crosswalk on the northern leg and eastern leg. Additionally, all four (4) intersection quadrants provide curb ramps, while accommodating truncated domes on the north leg.

The signalized intersection of La Jolla Village Drive at Executive Way currently has marked crosswalks at three intersection legs, including a continental crosswalk on the southern leg and eastern leg. Additionally, all four (4) intersection quadrants provide curb ramps accommodating truncated domes.

The signalized intersection of La Jolla Village Drive at Towne Centre Drive currently has marked crosswalks at four intersection legs, including a continental crosswalk on all legs. All four (4) intersection quadrants provide curb ramps accommodating truncated domes.

The signalized intersection of Executive Drive at Towne Centre Drive currently has marked crosswalks at four intersection legs, including a continental crosswalk on the western leg. All four (4) intersection quadrants provide curb ramps accommodating truncated domes.

The signalized intersection of Eastgate Mall at Towne Centre Drive currently has marked crosswalks at four intersection legs, including a continental crosswalk on the northern leg. All four (4) intersection quadrants provide curb ramps accommodating truncated domes.

The signalized intersection of Eastgate Mall at Genesee Avenue currently has marked crosswalks at four intersection legs, including a continental crosswalk on all legs. All four (4) intersection quadrants provide curb ramps accommodating truncated domes.

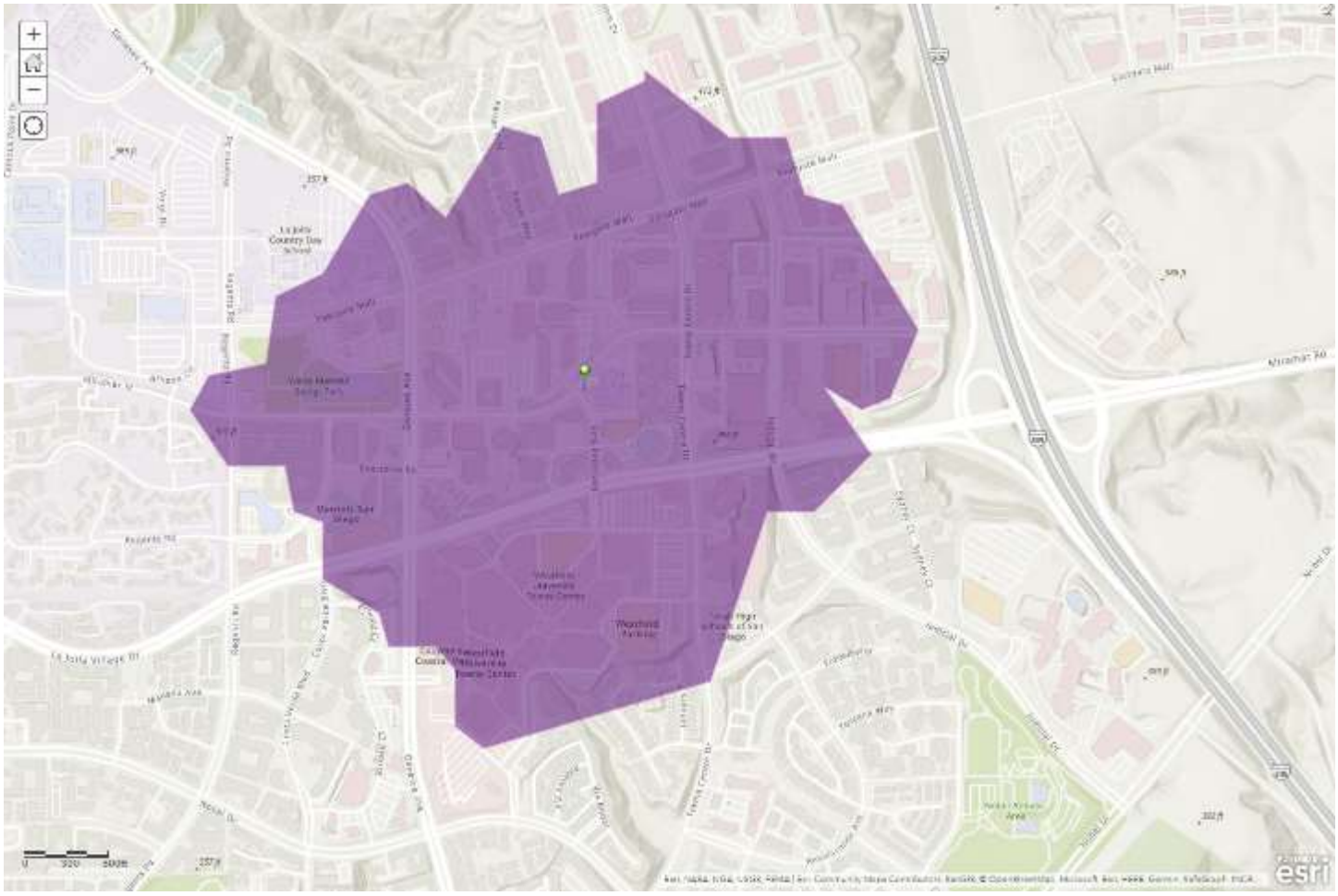
The signalized intersection of Executive Drive at Genesee Avenue currently has marked crosswalks at four intersection legs, including a continental crosswalk on all legs. All four (4) intersection quadrants provide curb ramps accommodating truncated domes.

Figure 5-1 shows a walkshed analysis that was prepared to evaluate the connectivity of the existing pedestrian facilities relative to the project site location. This evaluation is based on a Geographic Information System (GIS) tool. The evaluation consists of selecting a reference point on a map from which a walking-distance analysis is conducted. The analysis results in a map with a shaded area which represents the areas that a pedestrian can travel from the selected reference point based on the analyzed travel distance. This analysis was conducted for a travel distance of

½-mile in all directions of travel with a reference point located at the southeast quadrant of the intersection of Executive Drive at Executive Way (fronting the project site).

As shown in **Figure 5-1** the area under the shaded region extends widely throughout the University community, highlighting the ample supply of pedestrian facilities in the vicinity of the project site for pedestrian travel to and from the Project. The walkshed analysis results show that within a ½-mile path of travel, pedestrians can travel to and from University Towne Centre (UTC), the Executive Drive Trolley Station, Genesee Executive Plaza, and Regents Marketplace within the University community, reaching as far as Golden Haven Drive to the south, Eastgate Mall to the north, Regents Road to the west, and to the eastern boundary of the University Community with Interstate 805.

Figure 5-1: Walkshed Analysis



5.2 Bicycle Facilities

Existing bicycle facilities along Towne Centre Drive consist of Class II Bike Lanes for both directions of travel between La Jolla Village Drive and Executive Drive.

Additionally, within the project study area, Genesee Avenue has existing Class II bike lanes on both sides between Eastgate Mall and Nobel Drive and Eastgate Mall has existing Class II bike lanes on both sides between Genesee Avenue and Eastgate Drive.

Within the project vicinity, the City of San Diego Bicycle Master Plan (*12/2013*) identifies Executive Drive between Genesee Avenue and Towne Centre Drive with a proposed Class III Bike Route; Towne Centre Drive between Eastgate Mall and Executive Drive with a proposed Class II Bike Lane or Class III Bike Route; Judicial Drive between Eastgate Mall and Executive Drive with proposed Class II Bike Lanes; and La Jolla Village Drive between Genesee Avenue and I-805 with proposed Class II bike lanes.

The Project will provide 24 short-term bicycle spaces and 27 long-term bicycle spaces.

Figure 5-2 shows a bikeshed analysis that was prepared to evaluate the connectivity of the existing roadway facilities relative to the project site location. This evaluation is based on a GIS tool. The evaluation consists on selecting a reference point on a map from which a travel-distance analysis is conducted. The analysis results in a map with a shaded area which represents the areas that a bicyclist can travel from the selected reference point based on the analyzed travel distance. This analysis was conducted for a travel distance of ½-mile in all directions of travel with a reference point located at the southeast quadrant of the intersection of Executive Drive at Executive Way (fronting the project site).

Note that the shaded area does include roadways that do not have an existing bicycle facility. The GIS tool does not distinguish whether there is availability of separate bicycle facilities or not in the analyzed area. However, bicycles are allowed on all public streets other than freeways and can travel on public roadways whether bike lanes, bike routes, bike paths, and cycle tracks exist or not. Therefore, the bikeshed analysis represents the area that bicyclists can travel within a ½-mile travel distance from the reference point including roadways that provide separate bicycle facilities and roadways that do not provide separate bicycle facilities.

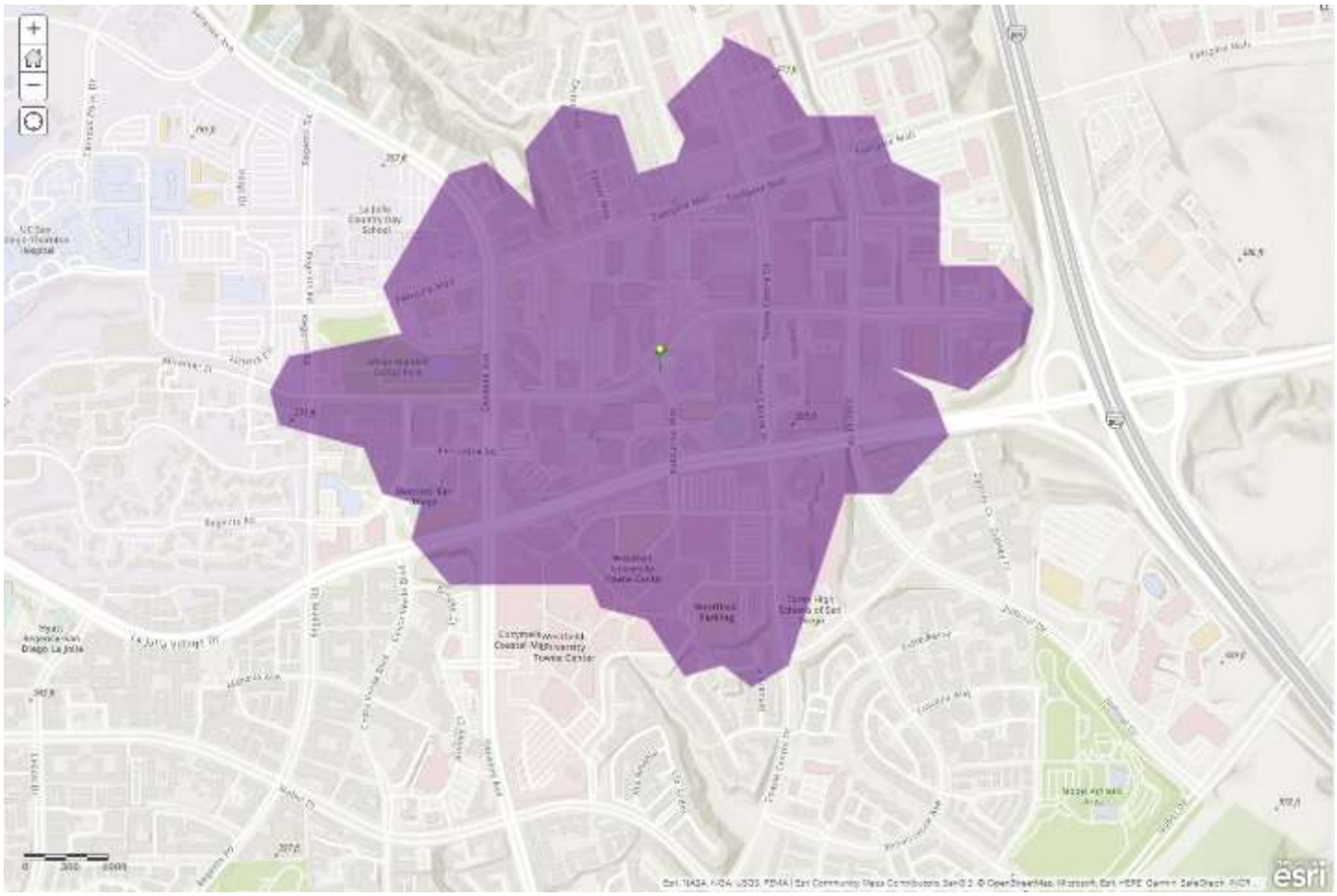
Consistent with the University Community Plan Update Existing Conditions Report (*April 2018*), the following roadway segments within the shaded area shown in **Figure 5-2** do not provide a separate bicycle facility:

- La Jolla Village Dr. (Costa Verde Blvd. – I-805 SB Ramps)
- Executive Dr. (Regents Rd. – eastern terminus)
- Executive Wy. (Executive Dr. – La Jolla Village Dr.)
- Towne Centre Dr. (Eastgate Mall – Executive Dr.)
- Towne Centre Dr. (La Jolla Village Dr. – Golden Haven Dr.)
- Judicial Dr. (Eastgate Mall – Executive Dr.)
- Eastgate Mall (Regents Rd. – Genesee Ave.)

As shown in **Figure 5-2** the area under the shaded region extends widely throughout the University community, highlighting the ample supply of pedestrian facilities in the vicinity of the project site for pedestrian travel to and from the Project. The walkshed analysis results show that within a ½-

mile path of travel, bicyclists can travel to and from various destinations across the community, including University Towne Centre (UTC) and UC San Diego Health-La Jolla. Bicycle users can travel as far south as Golden Haven Drive, as far west as Regents Road, and to the eastern boundary of the University Community with Interstate 805.

Figure 5-2: Bikeshed Analysis



5.3 Transit Facilities

Figure 5-3 shows a Project location map relative to the existing transit stops within ½-mile walking distance of the site. This figure identifies the walking distance from the Project site to the transit stops, and the transit route(s) that service(s) each of these transit stops. Up to eighteen (18) existing transit stops have been identified in the vicinity of the Project site, including one (1) trolley station. This trolley transit station is part of the Mid-Coast Corridor Transit project, which began service on November 21st, 2021.

Table 5-1 below shows a list of the transit stops identified within a ½-mile walking distance from the project site, routes servicing these transit stops, existing amenities, and distance from the project site.

Table 5-1: Routes, Amenities, and Location of Transit Stops

ID	Transit Stop Location	Routes	Amenities	Walking Distance from Project Site
#1	SE corner of Executive Dr. / Executive Wy.	204	3 sheltered steel double benches / 1 unsheltered double bench / 1 trash can	0.06 mi.
#2	NE corner of Executive Dr. / Executive Wy.	204	-	0.08 mi.
#3	NE corner of Genesee Ave. / Eastgate Mall	979	-	0.46 mi.
#4	SE corner of Eastgate Mall / Easter Wy.	979	-	0.45 mi.
#5	SW corner of Eastgate Mall / Towne Centre Dr.	979	-	0.23 mi.
#6	SW corner of Eastgate Mall / Judicial Dr.	204	-	0.35 mi.
#7	NE corner of Executive Dr. / Regents Park Row	201	3 sheltered steel double benches / 1 unsheltered double bench / 1 trash can	0.42 mi.
#8	SE corner of Executive Dr. / Regents Park Row	202	3 sheltered steel double benches / 1 unsheltered double bench / 1 trash can	0.42 mi.
#9*	Executive Dr. Station	Blue Line (Trolley)	-	0.30 mi.
#10	NW corner of Executive Dr. / Towne Centre Dr.	979	1 unsheltered steel bench	0.08 mi.
#11	NW corner of La Jolla Village Dr. / Genesee Ave.	30 / 41 / 237 / 921	2 unsheltered steel benches / 1 trash can	0.43 mi.
#12	SW corner of La Jolla Village Dr. / Genesee Ave.	30 / 31 / 41 / 60 / 921	-	0.41 mi.
#13	SE corner of La Jolla Village Dr. / Genesee Ave.	30 / 60 / 237 / 921	1 sheltered steel bench / 1 trash can	0.35 mi.
#14	NW corner of La Jolla Village Dr. / Executive Wy.	31 / 60 / 921	1 unsheltered steel bench	0.11 mi.
#15	SE corner of La Jolla Village Dr. / Executive Wy.	31 / 60 / 921	1 sheltered steel bench / 1 trash can	0.14 mi.
#16	NW corner of La Jolla Village Dr. / Towne Centre Dr.	31 / 60 / 921	1 unsheltered steel bench	0.19 mi.
#17	SW corner of Executive Dr. / Judicial Dr.	204	-	0.22 mi.
#18	NE corner of Genesee Ave. / Esplanade Ct.	41	1 sheltered steel bench / 2 trash cans	0.50 mi.

Legend:

* = Major Transit Stop

California Environmental Quality Act (CEQA) Section 21064.3 identifies *major transit stops* as sites containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

One (1) of the existing transit facilities identified above falls under a *major transit stop* designation per CEQA definition. This transit stop is the Executive Drive Station.

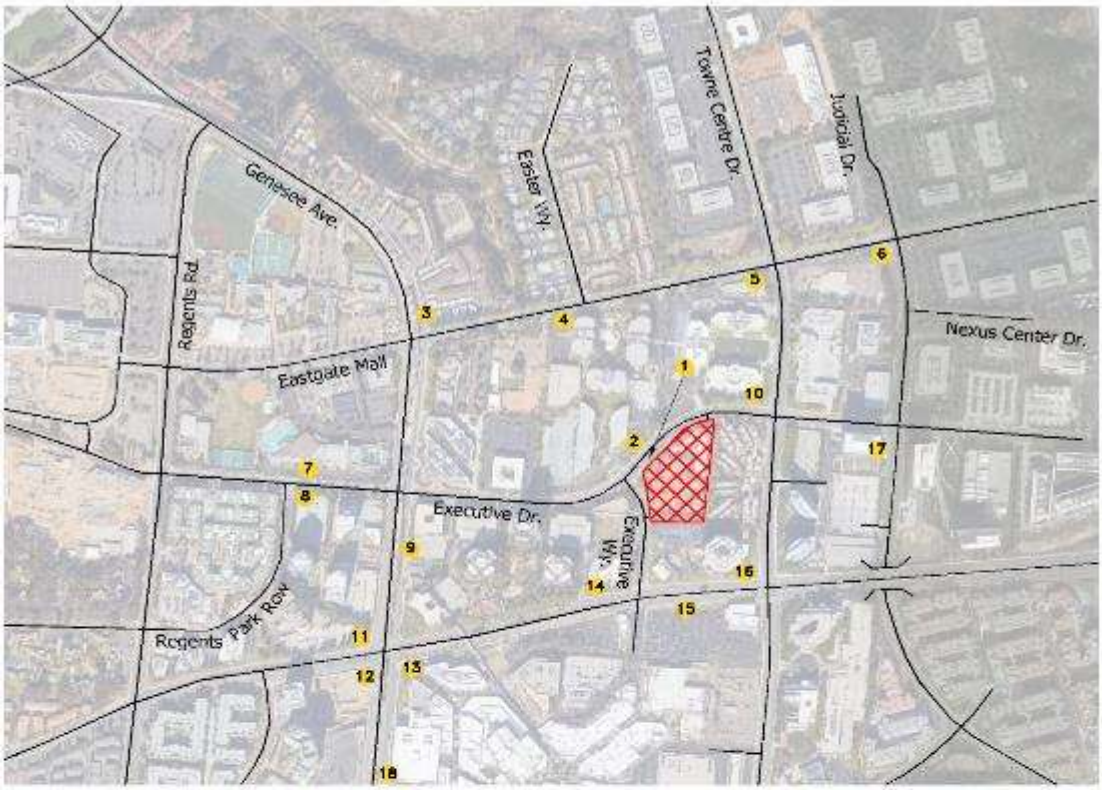
Table 5-2 shows a summary of the destinations of the routes that service the identified transit stops.

Table 5-2: Transit Routes Destinations

Routes	Destinations
MTS 204	Colony Plaza - Costa Verde Center - La Jolla Village Square - Nobel Athletic Area & Library - Scripps Memorial Hospital - UCSD Medical Center - Westfield UTC
MTS 979	University City - Sorrento Valley COASTER Station
Blue Line (Trolley)	America Plaza - Santa Fe Depot - Little Italy - Middletown - Washington Street - Old Town Transit Center - Tecolote Road - Clairemont Drive - Balboa Avenue - Nobel Drive - VA Medical Center - UCSD Central Campus - UCSD Health La Jolla - UTC Transit Center
MTS 201	UTC Transit Center – Health Sciences Dr. & Athena Cir. – Gilman Transit Center – Nobel Dr. & La Jolla Village Square
MTS 202	UTC Transit Center - Nobel Dr. & La Jolla Village Square - Gilman Transit Center - Health Sciences Dr. & Athena Cir
MTS 30	9th Ave. & C St. – 1st Ave. & Ash St. – Old Town Transit Center – Grand Ave. & Ingraham St. – Mission Bl. & Sapphire St. – Silverado St. & Herschel Ave. – N. Torrey Pines & LJ Shores – VA Medical Center – UTC Transit Center
MTS 31	UTC Transit Center – Miramar Rd. & Miramar Mall – Black Mountain Rd. & Miramar Rd. – Miramar College Transit Station
MTS 41	Fashion Valley Transit Center – Genesee Ave & Linda Vista Rd. – Genesee Ave. & Balboa Ave – Genesee Ave & Governor Dr. – UTC Transit Center
MTS 60	Euclid Ave. Transit Center – City Heights Transit Plaza – The Boulevard Transit Plaza – Balboa Ave. & Ruffin Rd. – Clairemont Mesa Bl. & Shawline St. – UTC Transit Center
MTS 237	Miramar College Transit Station – Mira Mesa Bl. & Camino Ruiz – Mira Mesa Bl. & Scranton Rd. – La Jolla Village Dr. & Genesee Av. – Gilman T. C. (UCSD)
MTS 921	UTC Transit Center – Mira Mesa Bl. & Pacific Heights Bl. – Mira Mesa Bl. & Camino Santa Fe – Mira Mesa Bl. & Camino Ruiz – Miramar College Transit Station

Refer to **Appendix C** for the SDMTS transit schedules of the identified transit stops.

Figure 5-3: Project Location Map w/ Nearby Transit Facilities



Legend

= Project Location

= Transit Stop Locations (Within 1/2 Mile Walking Distance of Project Site)

ID	Transit Stop Location	Walking Distance from Project Site	Route(s)
1	SE corner of Executive Dr. / Executive Wy.	0.06 mi.	204
2	NE corner of Executive Dr. / Executive Wy.	0.06 mi.	204
3	NE corner of Genesee Ave. / Eastgate Mall	0.46 mi.	979
4	SW corner of Eastgate Mall / Easter Wy.	0.46 mi.	979
5	SW corner of Eastgate Mall / Towne Centre Dr.	0.33 mi.	979
6	SW corner of Eastgate Mall / Judicial Dr.	0.36 mi.	204
7	NE corner of Executive Dr. / Regents Park Row	0.42 mi.	201
8	SE corner of Executive Dr. / Regents Park Row	0.42 mi.	202
9	*Executive Drive Station (Mid-Coast Trolley)	0.30 mi.	Blue Line
10	NW corner of Executive Dr. / Towne Centre Dr.	0.08 mi.	979
11	NW corner of La Jolla Village Dr. / Genesee Ave.	0.43 mi.	30/41/237/921
12	SW corner of La Jolla Village Dr. / Genesee Ave.	0.41 mi.	30/31/41/60/921
13	SE corner of La Jolla Village Dr. / Genesee Ave.	0.36 mi.	30/60/237/921
14	NW corner of La Jolla Village Dr. / Executive Wy.	0.11 mi.	31/60/921
15	SE corner of La Jolla Village Dr. / Executive Wy.	0.14 mi.	31/60/921
16	NW corner of La Jolla Village Dr. / Towne Centre Dr.	0.19 mi.	31/60/921
17	SW corner of Executive Dr. / Judicial Dr.	0.22 mi.	204
18	NE corner of Genesee Ave. / Esplanade Ct.	0.50 mi.	41

Notes: * = Major Transit Stop

5.4 Project Access

Regional access to the site is provided by the junctions of Interstate 5 with Genesee Avenue (1.5 miles path-of-travel-distance away from the project site), the junction of Interstate 805 with La Jolla Village Drive (0.6 miles path-of-travel-distance away from the project site), and the junction of Interstate 5 with La Jolla Village Drive (1.2 miles path-of-travel- distance away from the project site).

Local access to the project site will primarily consist of traffic traveling along La Jolla Village Drive, Towne Centre Drive, and Genesee Avenue. Direct access to the project site is proposed through two (2) access points; one (1) driveway access will be located in the northeast corner of the project site along Executive Drive and the other driveway access will be located on the southwest corner of the project site along Executive Way. Both access points will be supported by internal roadways which will provide access to the surface parking area, the 25,522 SF basement underneath the main building, and the main parking structure.

5.5 Existing Roadway Network

The existing roadway conditions of the project site fronting and/or main access streets are described below:

- **Executive Drive** is an east-west two-way four-lane roadway that spans approximately 1.0 miles between Regents Road and its eastern terminus approximately 950 feet east of Judicial Drive and runs parallel to and just north of La Jolla Village Drive. The roadway segment adjacent to the project site (between Executive Way and Towne Centre Drive) has a curb-curb width of 72 feet. The roadway is undivided between Regents Road and

Towne Centre Drive and divided by a raised median between Towne Centre Drive and its eastern terminus. The roadway has a two-way left-turn lane between Regents Park Row and Towne Centre Drive. The roadway has a functional classification of a 4-lane collector with a two-way left-turn lane between Regents Road and its eastern terminus. Parking is allowed along the segment adjacent to the project site only east of the existing bus stop. The segment fronting the project site does not have bicycle facilities. The posted speed limit is 30 miles per hour between Executive Way and Towne Centre Drive. The roadway is built to its ultimate classification except for the segment between Towne Centre Drive and Judicial Drive, which is classified as a 4-lane major arterial per the University Community Plan.

- **Executive Way** is a north-south four-lane roadway that spans approximately 0.1 miles between La Jolla Village Drive and Executive Drive. The roadway segment adjacent to the project site has a curb-curb of 72 feet. The roadway is undivided and has a two-way left-turn lane throughout the segment. The roadway has a functional classification of a 4-lane collector with a two-way left-turn lane. Parking is allowed along the project frontage. The segment does not have bicycle facilities or a posted speed limit. Per the University Community Plan, this roadway segment is built to its ultimate classification.
- **Towne Centre Drive** is predominantly a north-south roadway that spans approximately 1.8 miles and extends through Eastgate Mall, Executive Drive, and La Jolla Village Drive. This roadway transitions to east-west north of Eastgate Mall and has a northern terminus at a cul-de-sac located 0.1 miles west of the intersection of Towne Centre Drive at Westerra Court and a southern terminus at Nobel Drive. The roadway segments under

study have a curb-to-curb width that ranges between 70 feet and 82 feet. Parking is mostly permitted between the northern terminus of Towne Centre Drive and Executive Drive and prohibited between Executive Drive and La Jolla Village Drive. Existing bicycle facilities along this roadway consist of ClassII Bike Lanes in both directions of travel between La Jolla Village Drive and Executive Drive. The posted speed limit is 40 miles per hour for the roadway segments under study. Pedestrian facilities include sidewalks; with contiguous sidewalks with an approximate width of 6 feet (for the roadway segment between Eastgate Mall and La Jolla Village Drive) and a mixture of contiguous and noncontiguous sidewalks (for the roadway segment north of Eastgate Mall). Per the University Community Plan, this roadway segment is built to its ultimate classification.

5.6 Traffic Counts

Existing traffic conditions in the University Community Plan area, for a few years had been subjected to an alteration of their historical patterns from substantial construction occurring predominantly along Genesee Avenue due to the Mid-Coast Trolley Extension project and the Genesee Avenue / Interstate 5 interchange project. Additionally, historical traffic patterns may still be disrupted due to the ongoing Covid-19 pandemic.

As a result of these factors, USAI has conducted research on available count data that was collected before the beginning of construction work along Genesee Avenue and/or predating the potential effects on traffic patterns due to Covid-19. This approach was taken to reflect Existing conditions where traffic patterns are as close as possible to the historical traffic patterns in the study area.

Based on available satellite imagery, construction work along Genesee Avenue due to the Mid-Coast Trolley Extension project is approximated to have started between the Year 2016 and Year 2017. Similarly, construction work along Genesee Avenue due to the Interstate 5 interchange project is approximated to have started between the Year 2015 and Year 2016. The use of count data predating these events has been coordinated with City staff. Due to the likely traffic pattern disruptions stemming from the ongoing Covid-19 pandemic, collecting traffic counts at the time of preparation of this study would likely result in disrupted traffic volumes that are likely lower than historical volumes.

The count data set from the University Community Plan Update Draft Existing Conditions Summary (*December 2015*) would be anticipated to show traffic patterns in Genesee Avenue and the surroundings closer to historical conditions. This count data was validated for continued use in the University Community Plan Update Existing Conditions Summary (*April 2018*).

A second set of count data extending from late-2016 to mid-2017 for PTS#647676 (Science Village project) is available for reference. This second set of count data was collected during a time at which potential traffic pattern disruptions associated with the Mid-Coast Trolley project and the Genesee Avenue / Interstate 5 interchange project were commencing.

As the Covid-19 pandemic has recently significantly impacted counts and data collection, newer data taken during the existing time period may not be representative of historical travel patterns. The count data set discussed above predated Covid-19 traffic pattern conditions. Therefore, USAI used the second count data set for study intersections.

Table 5-3 shows the study intersections with the date on which the count data was collected and the source for which the counts were used.

Table 5-3: Study Intersections and Count Data Date

Number	Intersection	Date of Counts	Source of Counts
1	Executive Drive / Executive Way	5/23/2017	PTS# 647676 "Science Village LMA"
2	Executive Way / Project Driveway "A"	-	N/A
3	Executive Way / La Jolla Village Drive	5/25/2017	PTS# 647676 "Science Village LMA"
4	Executive Drive / Project Dirveway "B"	-	N/A
5	Executive Drive / Towne Centre Drive	5/23/2017	PTS# 647676 "Science Village LMA"
6	La Jolla Village Drive / Towne Centre Drive	5/25/2017	PTS# 647676 "Science Village LMA"
7	La Jolla Village Drive / I-805 SB Ramps	5/25/2017	PTS# 647676 "Science Village LMA"

To establish an Existing baseline for Year 2021 conditions, the application of a linear growth factor based on the comparison between SANDAG TFIC Series 14 Year 2016 and Year 2025 roadway segment volumes has been conducted. For the roadway segments corresponding to each intersection leg, a growth rate per year has been calculated. For both the available count data sets, a growth factor has been applied based on the differential of the number of years between the date of count data collection (Year 2015, Year 2017) and the Existing baseline of Year 2021. Where neither count data sets contained available count data, SANDAG Series 14 Base Year 2016 volumes were grown to Year 2021. The resulting Existing baseline roadway segment volumes have then been used to project the intersection peak hour volumes. The peak hour volume projections are based on the relationship between the individual turning movement directionality at a given intersection with regards to the roadway segment to which each turning movement is directed.

Table 5-4 shows the comparison of the SANDAG TFIC Series 14 Year 2016 and 2025 segment volumes corresponding to each study intersection leg and the resulting growth factors along with the projected Existing baseline (Year 2021) roadway segment volumes.

Additionally, the volume of the existing San Diego Braille Institute consisting of a building area of 30,221 SF has been manually added to the existing traffic volumes. The City of San Diego Trip Generation Manual (May 2003) does not have a matching land-use type for the existing uses. Therefore, a set of driveway counts was collected on Thursday, February 18th, 2021 at the two (2) existing driveways onsite to study the inbound and outbound peak hour trips generated by the existing uses. The count data was collected during the ongoing Covid-19 pandemic and is likely to reflect a trip generation that reflects normal operations for the existing uses. However, this approach is a reasonable and conservative approach provided the available means to estimate

the trip generation of the existing uses along with the absence of a comparable site that can be referenced to estimate trip generation data.

These driveway counts have been referenced and manually applied to the existing turning movement count data to analyze existing conditions including the peak hour traffic that is generated by the existing San Diego Braille Institute. As shown in the project trip generation in **Table 2-1**, the existing uses, as sourced from the driveway count data, are calculated to generate 19 daily unadjusted driveway trips with 5 (4 In / 1 Out) AM peak hour trips and 2 (0 In / 2 Out) PM peak hour trips.

Refer to **Appendix D** for the intersection, roadway segment, driveway count data, and signal timing data used for this analysis.

Refer to **Appendix E** for the computations performed to develop the Existing baseline Year 2021 intersection volumes.

Table 5-4: Existing Baseline Volume Projections

Road	Segment	Date of Counts	Source of Counts	SANDAG TFIC S14 Year 2016 ADT (Scenario ID 434)	SANDAG TFIC S14 Year 2025 ADT (Scenario ID 466)	% Growth (2016 - 2025)	% Growth / Year (2016 - 2025)	Year of Data Collection	Segment Volume (*from available count data*)	# of Years to Existing	Growth Projection ADT for Year 2021
Executive Drive	Executive Way - Towne Centre Drive	5/13/2015	University CPU	3,400	4,800	41.2%	4.6%	2015	5,914	6	7,537
Executive Way	Executive Drive - La Jolla Village Drive	6/16/2015	University CPU	11,800	14,400	22.0%	2.4%	2015	5,923	6	6,793
Towne Centre Drive	Eastgate Mall - Executive Drive	5/23/2017	PTS# 647676 "Science Village LMA"	10,400	12,500	20.2%	2.2%	2017	14,016	4	15,274
Towne Centre Drive	Executive Drive - La Jolla Village Drive	5/25/2017	PTS# 647676 "Science Village LMA"	13,200	15,700	18.9%	2.1%	2017	20,187	4	21,886
Towne Centre Drive	S/O La Jolla Village Drive	5/25/2017	PTS# 647676 "Science Village LMA"	24,100	25,600	6.2%	0.7%	2017	17,753	4	18,244
Executive Drive	Genesee Avenue - Executive Way	5/5/2015	University CPU	7,100	9,300	31.0%	3.4%	2015	5,914	6	7,136
Executive Drive	Towne Centre Drive - Judicial Drive	11/17/2016	PTS# 647676 "Science Village LMA"	8,000	9,400	17.5%	1.9%	2016	7,897	5	8,665
La Jolla Village Drive	Genesee Avenue - Executive Way	5/5/2015	University CPU	26,700	29,400	10.1%	1.1%	2015	43,277	6	46,195
La Jolla Village Drive	Executive Way - Towne Centre Drive	5/25/2017	PTS# 647676 "Science Village LMA"	37,400	41,500	11.0%	1.2%	2017	43,960	4	46,102
La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	5/25/2017	PTS# 647676 "Science Village LMA"	69,300	77,100	11.3%	1.3%	2017	60,760	4	63,799
Miramar Road	I-805 SB Ramps - I-805 NB Ramps	5/25/2017	PTS# 647676 "Science Village LMA"	50,100	55,000	9.8%	1.1%	2017	53,630	4	55,961
I-805 SB Ramps (On-Ramp)	N/O La Jolla Village Drive	-	Projected with SANDAG TFIC volumes	3,000	3,200	6.7%	0.7%	*SANDAG*	3,000	5	3,111
I-805 SB Ramps (On-Ramp)	S/O La Jolla Village Drive	-	Projected with SANDAG TFIC volumes	15,500	16,700	7.7%	0.9%	*SANDAG*	15,500	5	16,167
I-805 SB Ramps (Off-Ramp)	N/O La Jolla Village Drive	-	Projected with SANDAG TFIC volumes	17,000	18,400	8.2%	0.9%	*SANDAG*	17,000	5	17,778

Notes: For street segments for which no Pre-Existing count data was available to conduct the volume projections, the SANDAG TFIC Series 14 Year 2016 has been used as the Pre-Existing volume. This street segment volume has been projected to Existing (Year 2021) conditions by applying a street segment yearly growth rate over a 5 year period that has been calculated from comparing SANDAG TFIC Series 14 volumes between Year 2016 and Year 2025.

5.7 Intersections

Intersection peak hour traffic volumes for Existing conditions at the studied intersections are shown in **Figure 5-4**.

Figure 5-5 shows the existing lane configuration of the study intersections.

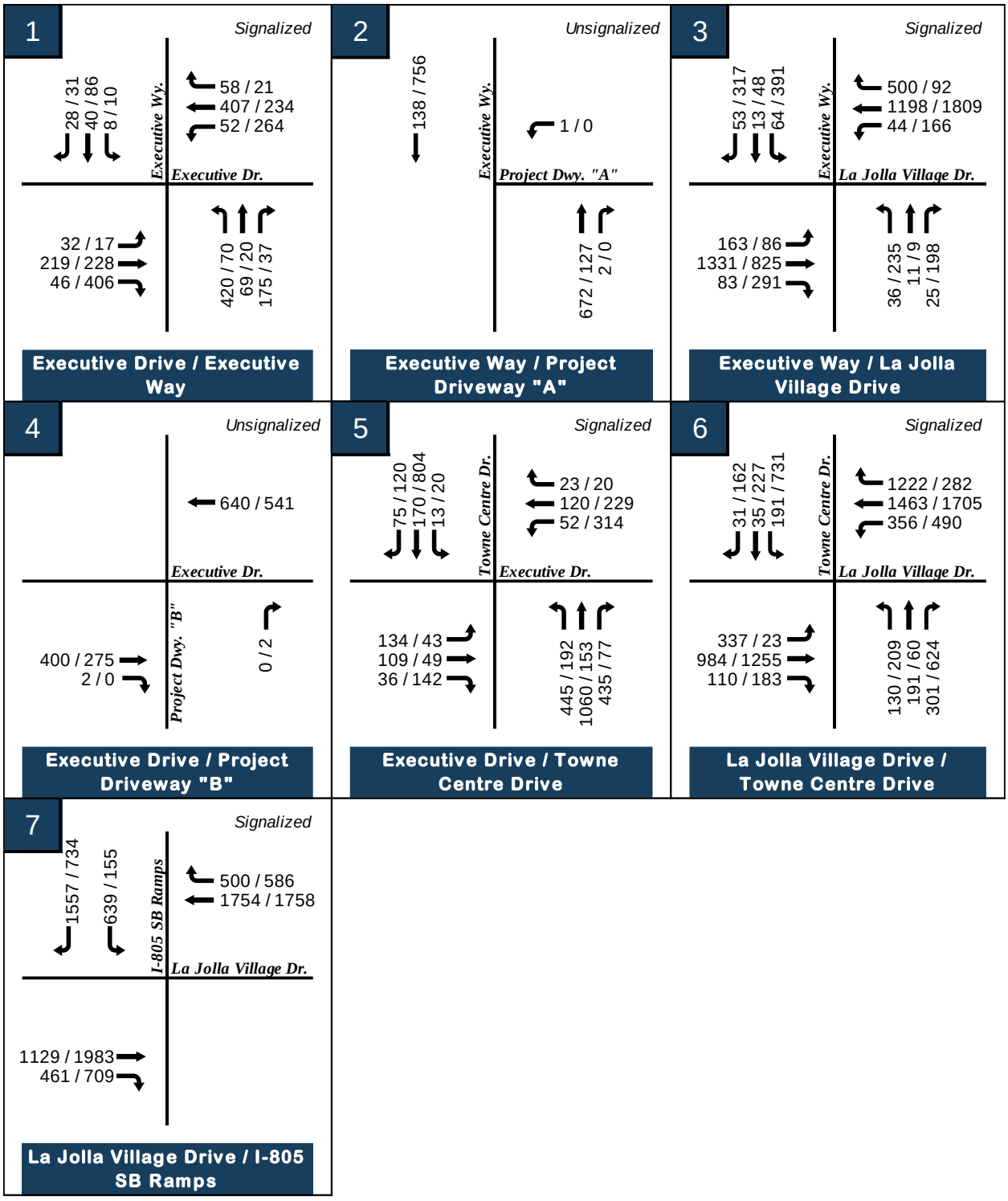
The lane configuration used for the evaluation of Existing conditions is based on the latest satellite imagery available from Google Earth as of July 2021.

Table 5-5 shows the Existing intersection AM / PM Peak Hour LOS. As shown in the table, the study intersections operate at an acceptable LOS D or better in both AM and PM peak hour settings, except for the following:

- La Jolla Village Dr. / Towne Centre Dr.
    - PM Peak Hour – LOS E

Refer to **Appendix F** for the Synchro worksheets of Existing conditions.

Figure 5-4: Existing AM/PM Peak Hour Volumes



XX / XX = AM / PM Peak hour volumes

Figure 5-5: Existing Lane Configurations

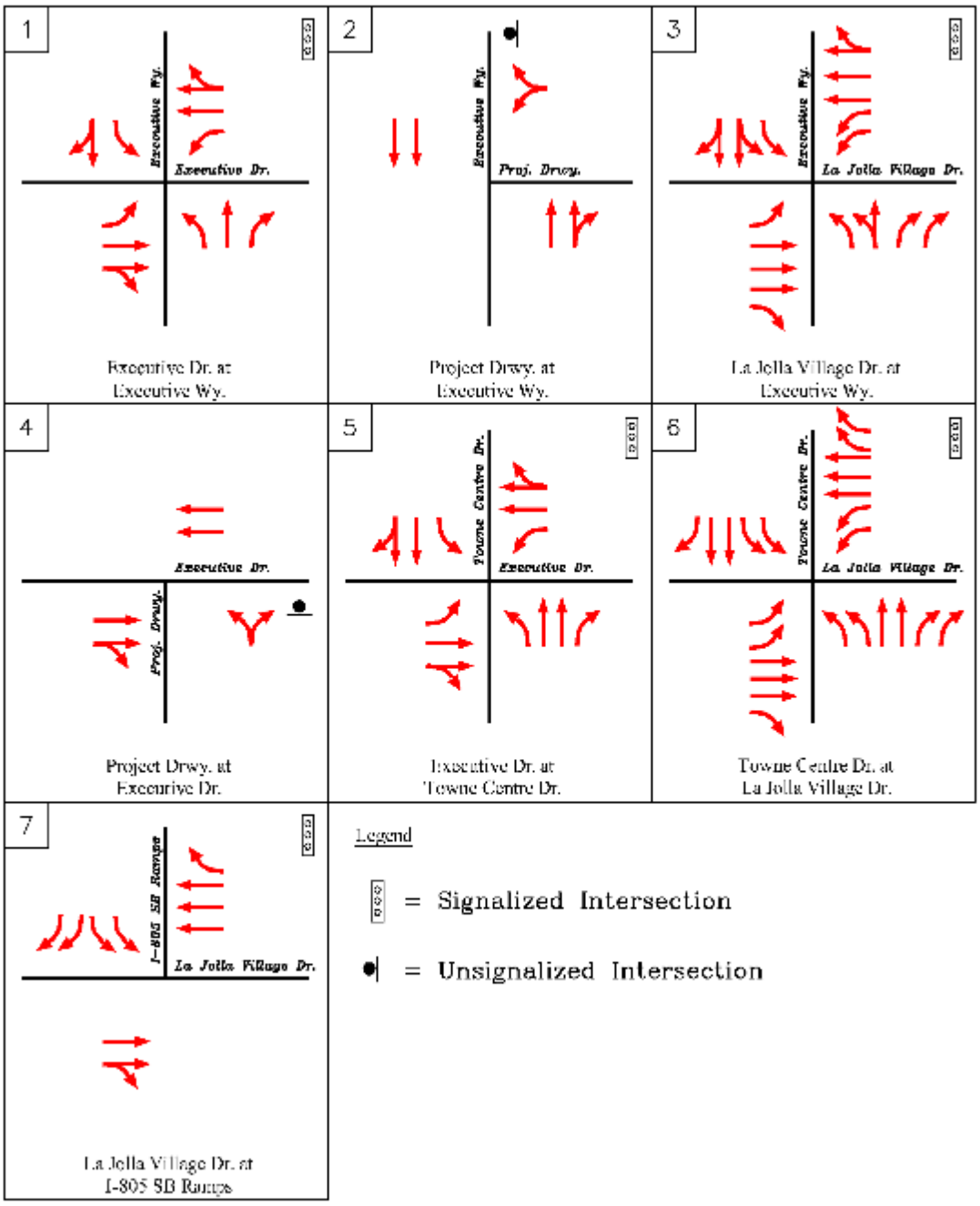


Table 5-5: Existing Intersection Peak Hour Analysis

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Executive Drive / Executive Way	Signalized	23.3	C	36.1	D
2	Executive Way / Project Driveway "A"	Unsignalized	14.5	B	0.0	A
3	Executive Way / La Jolla Village Drive	Signalized	20.0	B	44.7	D
4	Executive Drive / Project Driveway "B"	Unsignalized	0.0	A	9.1	A
5	Executive Drive / Towne Centre Drive	Signalized	21.6	C	51.2	D
6	La Jolla Village Drive / Towne Centre Drive	Signalized	35.3	D	64.3	E
7	La Jolla Village Drive / I-805 SB Ramps	Signalized	28.2	C	24.3	C

Notes:

LOS = Level of Service

D = Delay (in sec.)

6.0 CUMULATIVE PROJECTS

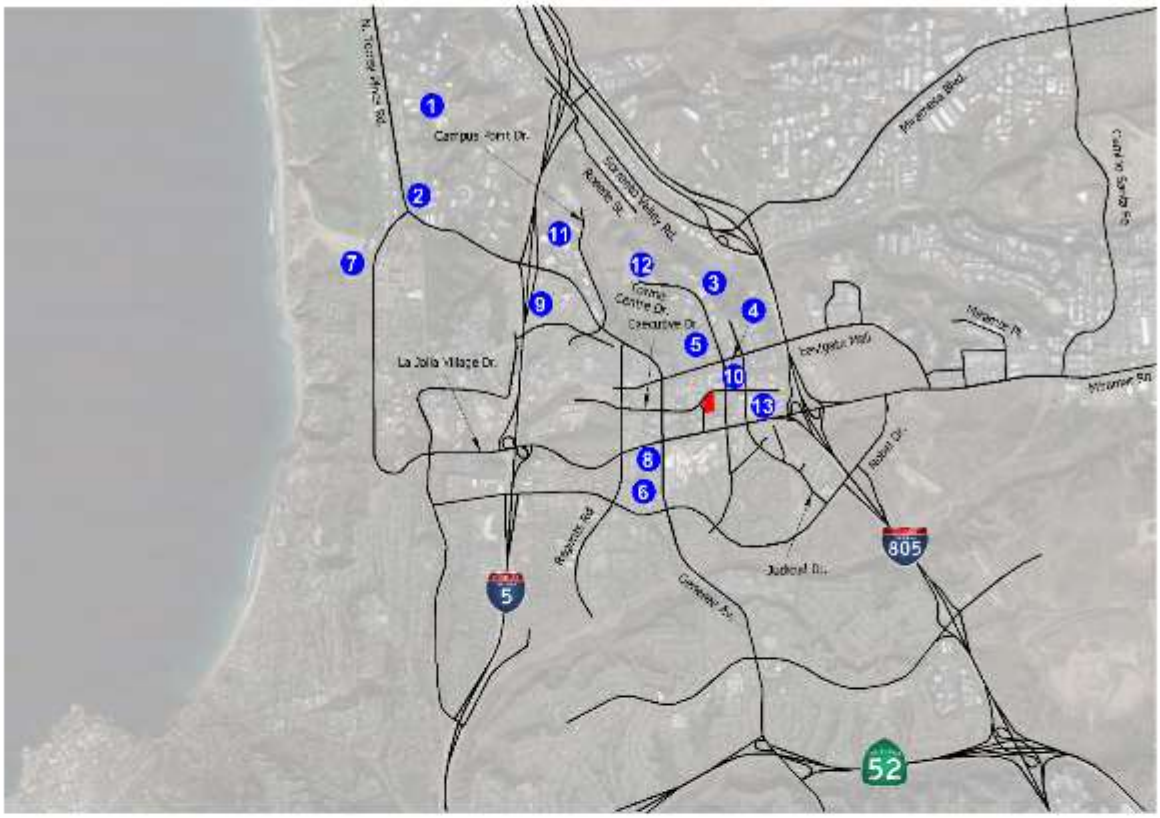
An examination of the immediate area surrounding the Project was conducted to explore the Cumulative Projects that were approved, pending approval, or planned in the area and assumed to be constructed and occupied between existing year 2021 and the project's opening day (Year 2023). Up to 13 Cumulative Projects were identified in the vicinity area of the Project. The list of Cumulative Projects including project trip generation, trip assignment, and trip distribution is included in **Appendix G.** A map of the location of the Cumulative Projects relative to the Project is included in **Figure 6-1**.

The Project Only traffic for these "Cumulative Projects" was scoped with City staff to be added to the developed Existing Year 2021 volumes to reflect an "Existing plus Cumulative Project" or Near-Term (Opening Day Year 2023) scenario. These Cumulative Projects include the following:

- PTS# 566056 – Spectrum III & IV – *Under Construction (Opening Day Year 2022 est.)*
- PTS# 632137 – The Scripps Research Institute (TSRI) – *Approved / (Opening Day Year 2022 est.)*
- PTS# 527644 – 9775 Towne Centre Dr. – *Constructed / (Opening Day Year 2021 est.)*
- PTS# 291342 – 9455 Towne Centre Dr. – *Under Construction / (Opening Day Year 2022 est.)*
- PTS# 218594 – 9514 Towne Centre Dr. – *Approved*
- PTS# 477943 – Costa Verde Revitalization – *Under Review / (Opening Day Year 2023)*
- PTS# 54535 – Salk Institute – *Approved*
- PTS# 6563 – Monte Verde – *First Building Opened (2018); Second Building Under Construction*
- PTS# 127567 – Scripps Hospital La Jolla (Amendment 8) – *Approved*
- PTS# 647676 – Science Village – *Under Review / (Opening Day Year 2023)*
- PTS# 651935 – Campus Point Master Plan Update – *Under Review / (Opening Day Year 2023)*
- PTS# 624751 – Towne Centre Drive – *Under Review / (Opening Day Year 2027)*
- PTS# 667592 – UTC Hotel/Apts. – *Under Review (Opening Year 2023*)

Figure 6-2 shows the Cumulative Projects peak hour traffic volumes at the study intersections.

Figure 6-1: Cumulative Projects Location Map



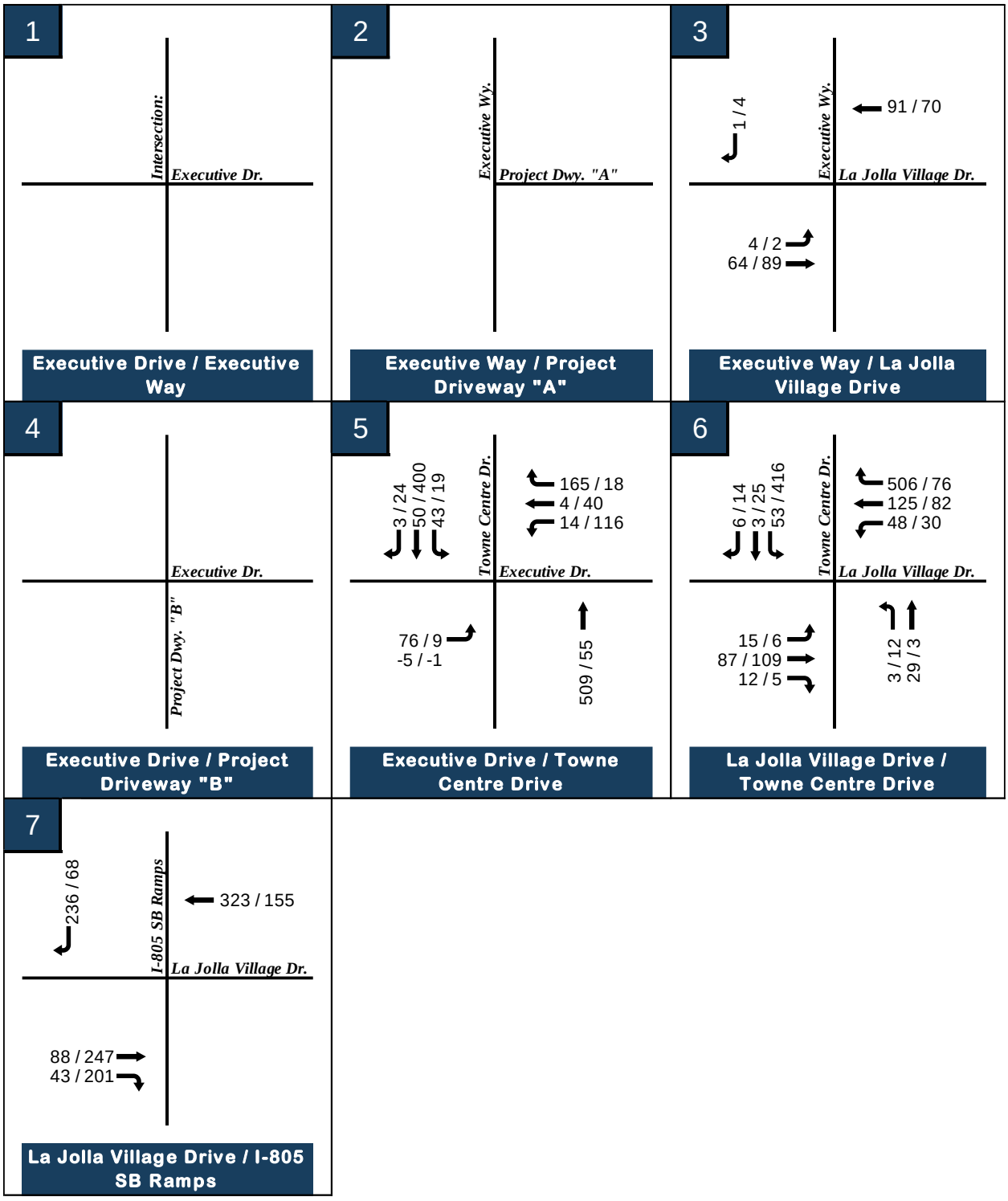
Legend

= Project Location

= Cumulative Project Location ID

ID	Cumulative Project	PTS#
1	Spectrum III & IV	566056
2	TSRI	632137
3	9775 Towne Centre Dr	527644
4	9455 Towne Centre Dr	291342
5	9514 Towne Centre Dr	218594
6	Costa Verde Revitalization	477943
7	Salk Institute	54535
8	Monte Verde	6563
9	Scripps Hospital - La Jolla (Amend. 8)	127654
10	Science Village	647676
11	Campus Point Master Plan Update	651935
12	Towne Centre View	624751
13	UTC Hotel / Apartments	667592

Figure 6-2: Cumulative Projects AM / PM Peak Hour Volumes



XX / XX = AM / PM Peak hour volumes

7.0 NEAR-TERM (OPENING DAY YEAR 2023)

The purpose of this chapter is to evaluate roadway segments and intersections within the Project's study area in the Near-Term scenario.

An examination of the immediate area surrounding the Project to include Cumulative Projects that were approved, pending approval, or planned in the area and assumed to be constructed and occupied at or before the Project's Opening Day (Year 2023) were evaluated as discussed in **Chapter 6.0** of this document.

The project only traffic data for these Cumulative Projects was added to the developed Existing traffic to reflect an "Existing plus Cumulative Projects" or Near-Term scenario. In addition to adding the Cumulative Project volumes to Existing volumes, as a conservative measure, an ambient growth factor of 0.25% per year between Existing (Year 2021) and Near-Term (Opening Day Year 2023) has been applied to Existing volumes. This approach has been undertaken to account for the growth that the community is anticipated to sustain over the coming years through the various Cumulative Projects in the vicinity of the Project.

No changes to the existing roadway network were assumed for this analysis.

7.1 Pedestrian Facilities

No changes are assumed to the available pedestrian facilities within the immediate Project vicinity between Existing and Near-Term (Opening Day Year 2023) conditions.

7.2 Bicycle Facilities

No changes are assumed to the available bicycle facilities within the immediate Project vicinity between Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project conditions.

7.3 Transit Facilities

No changes are assumed to the available transit facilities within the Project vicinity between Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project conditions.

7.4 Intersections

Intersection peak hour traffic volumes for Near-Term (Opening Day Year 2023) conditions at the studied intersections are shown in **Figure 7-1**.

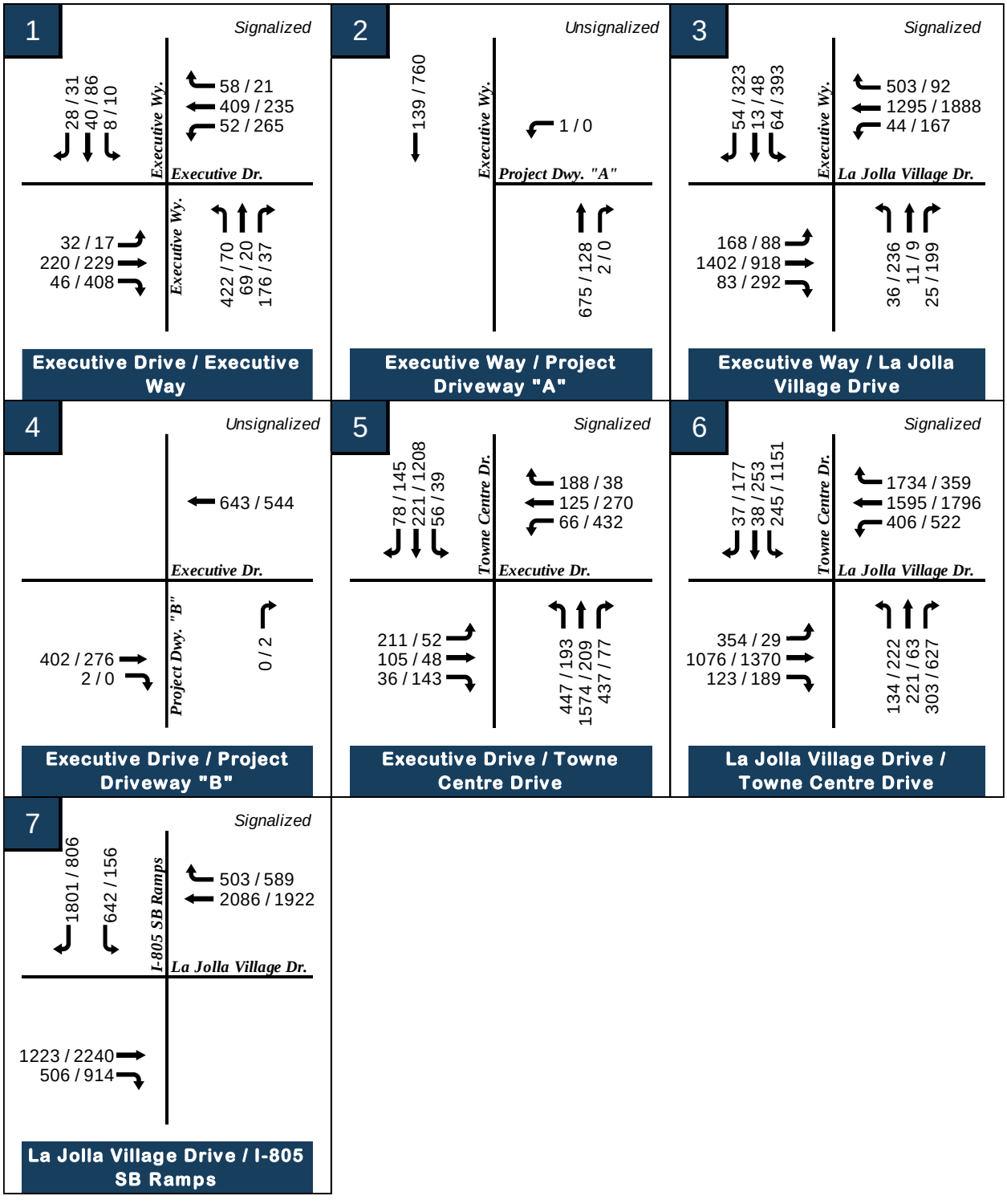
No changes to the existing lane configurations of the study intersections are assumed for this analysis.

Table 7-1 shows the Near-Term (Opening Day Year 2023) intersection AM / PM Peak Hour LOS. As shown in the table, the study intersections are anticipated to operate at an acceptable LOS D or better in both AM and PM peak hour settings, except for the following:

- Executive Dr. / Towne Centre Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS F*
- La Jolla Village Dr. / Towne Centre Dr.
    - PM Peak Hour – *LOS F*

Refer to **Appendix H** for the Synchro worksheets of Near-Term (Opening Day Year 2023) conditions.

Figure 7-1: Near-Term (Opening Day Year 2023) AM/PM Peak Hour Volumes



XX / XX = AM / PM Peak hour volumes

Table 7-1: Near-Term (Opening Day Year 2023) Intersection Peak Hour Analysis

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Executive Drive / Executive Way	Signalized	23.4	C	36.9	D
2	Executive Way / Project Driveway "A"	Unsignalized	14.6	B	0.0	A
3	Executive Way / La Jolla Village Drive	Signalized	20.1	C	46.6	D
4	Executive Drive / Project Driveway "B"	Unsignalized	0.0	A	9.1	A
5	Executive Drive / Towne Centre Drive	Signalized	59.3	E	112.8	F
6	La Jolla Village Drive / Towne Centre Drive	Signalized	40.1	D	108.2	F
7	La Jolla Village Drive / I-805 SB Ramps	Signalized	45.9	D	27.6	C

Notes:

LOS = Level of Service

D = Delay (in sec.)

8.0 NEAR-TERM (OPENING DAY YEAR 2023) WITH PROJECT

The purpose of this chapter is to evaluate roadway segments and intersections within the project's study area in the Near-Term (Opening Day Year 2023) With Project scenario. The Project traffic was added to the Near-Term (Opening Day Year 2023) traffic to determine if any transportation infrastructure improvements would be triggered by the Project.

8.1 Pedestrian Facilities

No changes are assumed to the available pedestrian facilities within the immediate Project vicinity between Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project conditions.

8.2 Bicycle Facilities

No changes are assumed to the available bicycle facilities within the immediate Project vicinity between Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project conditions.

8.3 Transit Facilities

No changes are assumed to the available transit facilities within the Project vicinity between Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project conditions.

8.4 Intersections

Intersection peak hour traffic volumes for Near-Term (Opening Day Year 2023) With Project conditions at the studied intersections are shown in **Figure 8-1**.

Table 8-1 shows the Near-Term (Opening Day Year 2023) With Project intersection AM / PM Peak Hour LOS. As shown in the table, the study intersections are anticipated to operate at an acceptable LOS D or better in both AM and PM peak hour settings, except for the following:

- Executive Dr. / Towne Centre Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS F*
- La Jolla Village Dr. / Towne Centre Dr.
    - PM Peak Hour – *LOS F*

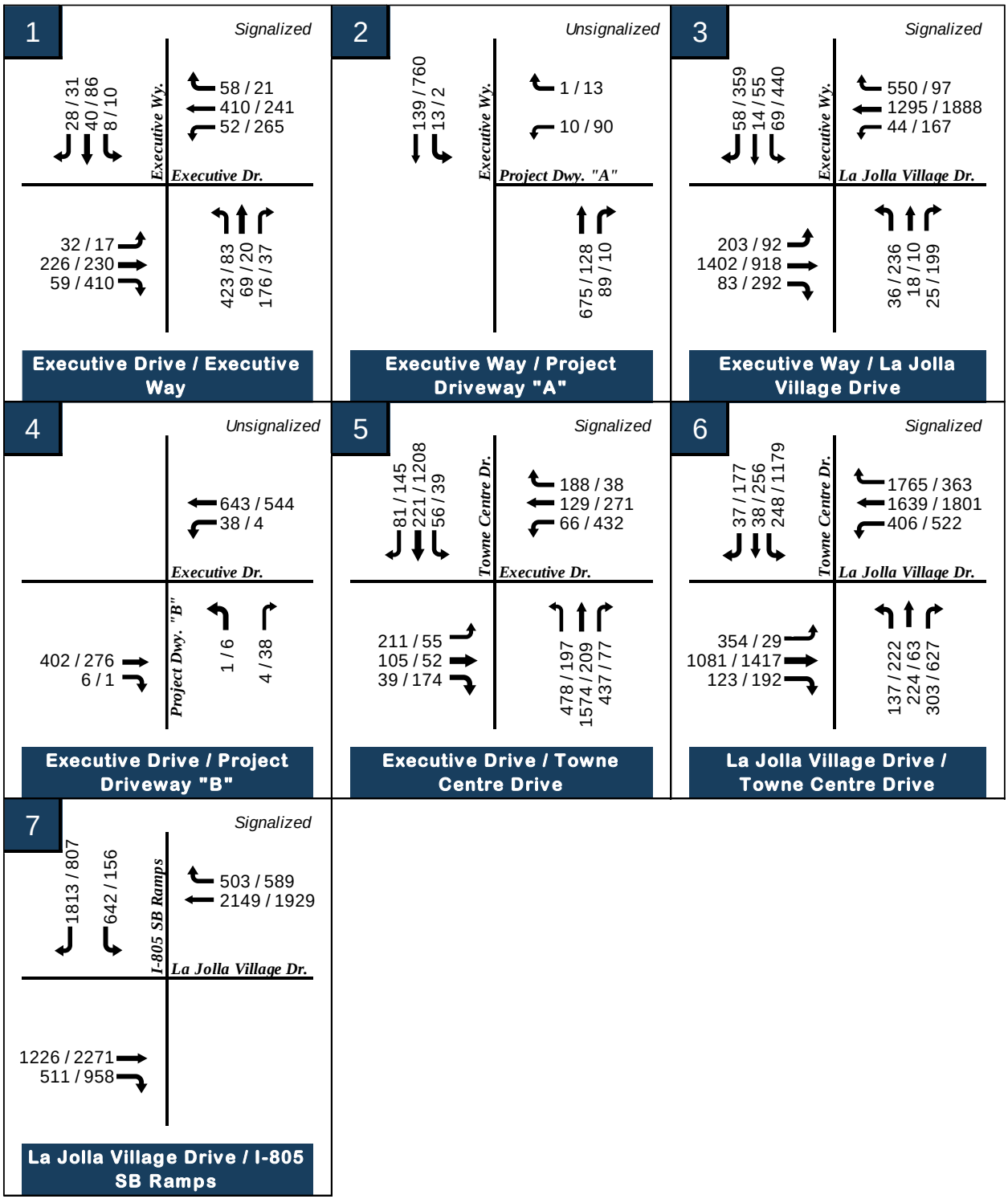
Table 8-2 shows an intersection AM / PM Peak Hour LOS comparison table for Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project conditions.

As shown in **Table 8-2**, the following intersections will require an improvement based on the criteria described in Section 3.4.8:

- Executive Dr. / Towne Centre Dr.
    - PM Peak Hour – *LOS F*
- La Jolla Village Dr. / Towne Centre Dr.
    - PM Peak Hour – *LOS F*

Refer to **Appendix I** for the Synchro worksheets of Near-Term (Opening Day Year 2023) With Project conditions.

Figure 8-1: Near-Term (Opening Day Year 2023) With Project AM/PM Peak Hour Volumes



XX / XX = AM / PM Peak hour volumes

Table 8-1: Near-Term (Opening Day Year 2023) With Project Intersection Peak Hour Analysis

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Executive Drive / Executive Way	Signalized	23.5	C	37.1	D
2	Executive Way / Project Driveway "A"	Unsignalized	15.4	C	13.5	B
3	Executive Way / La Jolla Village Drive	Signalized	27.8	C	53.2	D
4	Executive Drive / Project Driveway "B"	Unsignalized	10.6	B	9.8	A
5	Executive Drive / Towne Centre Drive	Signalized	71.4	E	145.2	F
6	La Jolla Village Drive / Towne Centre Drive	Signalized	46.9	D	121.1	F
7	La Jolla Village Drive / I-805 SB Ramps	Signalized	53.8	D	28.7	C

Notes:

LOS = Level of Service

D = Delay (in sec.)

Table 8-2: Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project Intersection Peak Hour Analysis Comparison

#	Intersection	Near-Term				Near-Term + Project						Is the intersection within 1/2-mile path of travel of a *Major Transit Stop* ?	***Within a 1/2-mile distance of a Major Transit Stop*** : Does the Project cause the intersection to degrade to LOS F? / Does the project add traffic to a signal already operating at LOS F?	***Not within a 1/2-mile distance of a Major Transit Stop*** : Does the Project cause the intersection to degrade to LOS E or F? / Does the project add traffic to a signal already operating at LOS E or F?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	PM Peak Hour		Δ			
		D	LOS	D	LOS	D	LOS		D	LOS				
1	Executive Drive / Executive Way	23.4	C	36.9	D	23.5	C	0.1	37.1	D	0.2	Yes	No	-
2	Executive Way / Project Driveway "A"	14.6	B	0.0	A	15.4	C	0.8	13.5	B	13.5	Yes	No	-
3	Executive Way / La Jolla Village Drive	20.1	C	46.6	D	27.8	C	7.7	53.2	D	6.6	Yes	No	-
4	Executive Drive / Project Driveway "B"	0.0	A	9.1	A	10.6	B	10.6	9.8	A	0.7	Yes	No	-
5	Executive Drive / Towne Centre Drive	59.3	E	112.8	F	71.4	E	12.1	145.2	F	32.4	Yes	Yes	-
6	La Jolla Village Drive / Towne Centre Drive	40.1	D	108.2	F	46.9	D	6.8	121.1	F	12.9	Yes	Yes	-
7	La Jolla Village Drive / I-805 SB Ramps	45.9	D	27.6	C	53.8	D	7.9	28.7	C	1.1	Yes	No	-

Notes:

LOS = Level of Service

D = Delay (in sec.)

Δ = Change in Delay (in sec.)

9.0 PROJECT EFFECTS AND OFF-SITE IMPROVEMENTS

9.1 Pedestrian Facilities

No improvements are expected to the available pedestrian facilities within the immediate Project vicinity. No off-site pedestrian facility improvements are proposed by the Project.

9.2 Bicycle Facilities

No improvements are expected to the available bicycle facilities within the immediate Project vicinity. No off-site bicycle facility improvements are proposed by the Project.

9.3 Transit Facilities

As shown in **Figure 5-3**, Up to eighteen (18) existing transit stops have been identified in the vicinity of the Project site, including one (1) trolley station. This trolley transit station is part of the Mid-Coast Corridor Transit project, which began service on November 21st, 2021.

In addition, the SANDAG 2021 Regional Plan (*December 2021*) identifies several future planned improvements that will result in transit network changes by Year 2050. These planned improvements within the study area include the following:

- **MTS Route 870**: is planned to provide Bus Rapid Transit (BRT) service between EL Cajon and UTC/Campus Point during peak hours and would extend the existing Route 870, serving the University community. The expected Year for completion of this improvement is Year 2035.

- **MTS Route 41**: is a planned conversion of the existing MTS Route 41 to a rapid bus route that would connect Fashion Valley to UTC/UC San Diego via Linda Vista and Clairemont. The expected year for the completion of this improvement is Year 2035.
- **MTS Route 30**: is a planned addition of a Rapid Bus service to the existing route, providing 10-minute headways and connections between Old Town and Sorrento Mesa including the UTC area. The expected year for completion of this improvement is Year 2035.
- **MTS Route 473**: is a planned Rapid Bus service providing connections between Oceanside and UTC. The expected year for completion of this improvement is Year 2035.

No off-site transit facility improvements are proposed by the Project.

9.4 Signalized Intersections

9.4.1 Signal Timing Improvements/Modifications and Turn Lanes

Consistent with the City's TSM criteria for the evaluation of signalized intersections, the study area signalized intersections have been evaluated to determine whether signal timing improvements/ signal modifications and/or the addition/lengthening of turn lanes are required due to the construction of the Project.

As shown in **Table 8-2**, conditions that would warrant a signal timing/modification improvement as required by the City's TSM are met for two (2) of the analyzed intersections:

- Executive Dr. / Towne Centre Dr.
    - *PM Peak Hour*

- La Jolla Village Dr. / Towne Centre Dr.
    - *PM Peak Hour*

Further evaluation of the signalized intersections that have been shown to require signal timing improvements/modification has been conducted as described below.

- **Executive Dr. / Towne Centre Dr.**

The project will implement the following ITS improvements for this intersection.

- Upgrade traffic signal controller to a 2070 controller (including software update).
- Implementation of Audible Pedestrian Signals.

- **La Jolla Village Dr. / Towne Centre Dr.**

The University of California San Diego (UCSD) Long Range Development Plan (LRDP) Environmental Impact Report (EIR) (*10/*2018) has been referenced for an identified improvement for this intersection. The document has identified an improvement for this intersection as a location with an impact significance. The proposed mitigation measure consists of the implementation of an Adaptive Traffic Control System (ATCS) on the La Jolla Village Drive corridor between Torrey Pines Road and I-805 NB Ramps.

Furthermore, an assessment of the potential need to expand the available turn lanes of the study area signalized intersections was conducted. **Table 9-1** shows a comparison of the Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project AM/PM peak hour volumes for all left-turn and right-turn movements at the study signalized intersections. As shown in the table, five (5) turn movements have been identified to exceed the City's TSM thresholds for peak hour volumes in "With" and "Without" Project conditions. These turning movements consist of the following:

- Executive Dr. / Executive Wy.
    - NB-L (*AM peak hour*)
- Executive Wy. / La Jolla Village Dr.
    - SB-L (*PM peak hour*)
    - WB-R (*AM peak hour*)
- Executive Dr. / Towne Centre Dr.
    - NB-L (*AM peak hour*)
    - WB-L (*PM peak hour*)

Considering the factors above, and the City's TSM criteria, the Project does not propose the lengthening of existing turn lanes or the addition of turn lanes to the intersections listed above. This conclusion is made since as shown in **Table 9-1** the turning movements listed above have an exceedance of the thresholds established in the City's TSM in "Without" Project conditions and not as a result of adding Project traffic.

Table 9-1: Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project Intersection Peak Hour Turning Movement Volume Comparison

#	Intersection	NB Approach								SB Approach								EB Approach								WB Approach							
		Near-Term				Near-Term + Project				Near-Term				Near-Term + Project				Near-Term				Near-Term + Project				Near-Term				Near-Term + Project			
		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn	
		# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)
1	Executive Drive / Executive Way	1	422 / 70	1	176 / 37	1	423 / 83	1	176 / 37	0	8 / 10	0	28 / 31	0	8 / 10	0	28 / 31	1	32 / 17	0	46 / 408	1	32 / 17	0	59 / 410	1	52 / 265	0	58 / 21	1	52 / 265	0	58 / 21
2	Executive Way / Project Driveway "A"	-	-	0	2 / 0	-	-	0	89 / 10	0	0 / 0	-	-	0	13 / 2	-	-	-	-	-	-	-	-	-	-	0	1 / 0	0	0 / 0	0	10 / 90	0	1 / 13
3	Executive Way / La Jolla Village Drive	1	36 / 236	2	25 / 199	1	36 / 236	2	25 / 199	1	64 / 393	0	54 / 323	1	69 / 440	0	58 / 359	2	168 / 88	1	83 / 292	2	203 / 92	1	83 / 292	2	44 / 167	0	503 / 92	2	44 / 167	0	550 / 97
4	Executive Drive / Project Driveway "B"	0	0 / 0	0	0 / 2	0	1 / 6	0	4 / 38	-	-	-	-	-	-	-	-	0	0 / 0	0	2 / 0	0	0 / 0	0	6 / 1	0	0 / 0	0	0 / 0	0	38 / 4	0	0 / 0
5	Executive Drive / Towne Centre Drive	1	447 / 193	1	437 / 77	1	478 / 197	1	437 / 77	1	56 / 39	0	78 / 145	1	56 / 39	0	81 / 145	1	211 / 52	0	36 / 143	1	211 / 55	0	39 / 174	1	66 / 432	0	188 / 38	1	66 / 432	0	188 / 38
6	La Jolla Village Drive / Towne Centre Drive	2	134 / 222	2	303 / 627	2	137 / 222	2	303 / 627	2	245 / 1151	1	37 / 177	2	248 / 1179	1	37 / 177	2	354 / 29	1	123 / 189	2	354 / 29	1	123 / 192	2	406 / 522	2	1734 / 359	2	406 / 522	2	1765 / 363
7	La Jolla Village Drive / I-805 SB Ramps	-	-	-	-	-	-	-	-	2	642 / 156	2	1801 / 806	2	642 / 156	2	1813 / 807	-	-	2	506 / 914	-	-	2	511 / 958	-	-	1	503 / 589	-	-	1	503 / 589

Legend:

Signalized Intersections

Left-Turn Lane: 0 Lanes ≤ 100 vehicles
1 Lane < 100 ≥ 300 vehicles
2 Lanes < 300 vehicles

Right-Turn Lane: 0 Lanes ≤ 500 vehicles
1 Lane < 500 ≥ 800 vehicles
2 Lanes < 800 vehicles

9.4.2 Queueing

Queuing analysis for existing turn pockets of the intersections within the study area have been analyzed for 95th percentile expected queues. The queueing at the study intersections in the AM and PM peak hours was analyzed using a software package extension of Synchro 10 called SimTraffic, which is an application of the Highway Capacity Manual methodology. SimTraffic worksheets for the 95th percentile queuing evaluation of Existing, Near-Term (Opening Day Year 2023), and Near-Term (Opening Day Year 2023) With Project conditions are included under **Appendix J**.

Table 9-2 shows a queueing analysis summary of Executive Dr. / Executive Wy.

Table 9-3 shows a queueing analysis summary of Executive Wy. / La Jolla Village Dr.

Table 9-4 shows a queueing analysis summary of Towne Centre Dr. / Executive Dr.

Table 9-5 shows a queueing analysis summary of Towne Centre Dr. / La Jolla Village Dr.

Table 9-6 shows a queueing analysis summary of La Jolla Village Dr. / I-805 SB Ramps

Note: *The queueing results presented in this section may yield a decrease in queue length between "Without" and "With" Project conditions at a turn-lane with an increase in delay between the two analyzed conditions. The HCM 6th methodology modeled with Synchro is used for peak hour analysis and is generally used for a macroscopic model approach and the SimTraffic simulation methodology used for queueing analysis is generally used for a microscopic model approach. Both models are derived from different methodologies and the results can differ.* As an example, each intersection operates through a complex interaction of individual movements. Increasing volume

on a turning movement wouldn't always result in a queue increase if a turning movement is allocated more green time. Due to this reallocation of green time, queue results for a movement with increased volumes may decrease or remain the same as the "Without" Project scenario.

Table 9-2: Queueing Analysis of Executive Dr. / Executive Wy.

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ Queue (N-T & N-T + P)
EB-L (AM)*	135'	44	-91	135'	55	-80	101	-34	46
EB-L (PM)*	135'	34	-101	135'	34	-101	36	-99	2
WB-L (AM)*	100'	66	-34	100'	65	-35	60	-40	-5
WB-L (PM)*	100'	138	38	100'	129	29	125	25	-4
SB-L (AM)*	50'	19	-31	50'	19	-31	19	-31	0
SB-L (PM)*	50'	22	-28	50'	26	-24	28	-22	2
NB-L (AM)	100'	142	42	100'	142	42	146	46	4
NB-L (PM)	100'	87	-13	100'	75	-25	92	-8	17

Note: * Project does not contribute peak hour trips to the turn movement.

A) Red font queues indicate queues exceeding the available storage length

B) Red font queues with yellow background indicate queues exceeding the available storage length for turn movements where the Project contributes peak hour traffic volumes

As shown in **Table 9-2**, the queueing analysis results for the intersection of Executive Drive at Executive Way shows 95th percentile queues that exceed the available storage capacity of the following turning movements:

- WB-L (*PM Peak Hour*):
    - The available storage capacity for the turning movement is approximately 100 feet in both Existing and Near-Term (Opening Day Year 2023) conditions, provided through one (1) left-turn lane.
        - **Note:** As shown in **Figure 4-5,** the Project does not add peak hour traffic to the WB-L movement.

- NB-L (*AM Peak Hour*):
    - The available storage capacity for the turning movement is approximately 100 feet in both Existing and Near-Term (Opening Day Year 2023) conditions, provided through one (1) left-turn lane.
        - As shown in **Table 9-2**, the 95th percentile queues exceed the storage capacity in Existing, Near-Term (Opening Day Year 2023), and Near-Term (Opening Day Year 2023) With Project conditions.
        - **Note:** As shown in **Figure 4-5,** the Project does add peak hour traffic to the NB-L movement.
        - The queues exceed the threshold established in the City's TSM in "Without" Project conditions and not as a result of adding Project traffic. Additionally, the change in queue length between "Without" and "With" project conditions results in an increase in queue length. However, the adjacent two-way left-turn lane can accommodate the excess queue so that left-turning vehicles do not affect the northbound through movement. Therefore, no lengthening is proposed for this turn pocket.

Table 9-3: Queueing Analysis of Executive Wy. / La Jolla Village Dr.

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ Queue (N-T & N-T + P)
EB-L (AM)	195'	247	52	195'	254	59	255	60	1
EB-L (PM)	195'	224	29	195'	258	63	246	51	-12
EB-R (AM)*	330'	53	-277	330'	75	-255	54	-276	-21
EB-R (PM)*	330'	110	-220	330'	331	1	246	-84	-85
WB-L (AM)*	185' + 185' = 370'	144	-226	185' + 185' = 370'	127	-243	124	-246	-3
WB-L (PM)*	185' + 185' = 370'	387	17	185' + 185' = 370'	370	0	387	17	17
SB-L (AM)	90'	52	-38	90'	52	-38	51	-39	-1
SB-L (PM)	90'	137	47	90'	139	49	137	47	-2
NB-R (AM)*	85'	15	-70	85'	16	-69	17	-68	1
NB-R (PM)*	85'	66	-19	85'	89	4	100	15	11

Note: * Project does not contribute peak hour trips to the turn movement.

A) Red font queues indicate queues exceeding the available storage length

B) Red font queues with yellow background indicate queues exceeding the available storage length for turn movements where the Project contributes peak hour traffic volumes

As shown in **Table 9-3**, the queueing analysis results for the intersection of Executive Way at La Jolla Village Drive show several turning movements for which the 95th percentile queues exceed the available storage capacity of the turn pockets, including the following:

- EB-L (*AM & PM Peak Hours*):
    - The available storage capacity of the turn pocket is approximately 195 feet in Existing and Near-Term (Opening Day Year 2023) conditions, provided through one (1) left-turn lane.
        - As shown in **Table 9-3**, the 95th percentile queues exceed the storage capacity on Existing, Near-Term (Opening Day Year 2023), and Near-Term (Opening Day Year 2023) With Project conditions.
        - **Note:** As shown in **Figure 4-5,** the Project does add peak hour traffic to the EB-L movement.

- Since the queues exceed the threshold established in the City's TSM in "Without" Project conditions and not as a result of adding Project traffic, no lengthening is proposed for this turn pocket.

- EB-R (*PM Peak Hour*):
  - The available storage capacity for the turning movement is approximately 330 feet in both Existing and Near-Term (Opening Day Year 2023) conditions, provided through one (1) right-turn lane.
    - **Note:** As shown in **Figure 4-5,** the Project does not add peak hour traffic to the EB-R movement.

- WB-L (*PM Peak Hour*):
  - The available storage capacity for the turning movement is approximately 370 feet in both Existing and Near-Term (Opening Day Year 2023) conditions, provided through two (2) 185 feet left-turn lanes.
    - **Note:** As shown in **Figure 4-5,** the Project does not add peak hour traffic to the WB-L movement.

- SB-L (*PM Peak Hour*):
  - The available storage capacity for the turning movement is approximately 90 feet in both Existing and Near-Term (Opening Day Year 2023) conditions, provided through one (1) left-turn lane.
    - As shown in **Table 9-3**, the 95th percentile queues exceed the storage capacity in Existing, Near-Term (Opening Day Year 2023), and Near-Term (Opening Day Year 2023) With Project conditions.

- **Note:** As shown in **Figure 4-5,** the Project does add peak hour traffic to the SB-L movement.
- Since the queues exceed the threshold established in the City's TSM in "Without" Project conditions and not as a result of adding Project traffic, no lengthening is proposed for this turn pocket.

- NB-R (*PM Peak Hour*):
  - The available storage capacity for the turning movement is approximately 85 feet in both Existing and Near-Term (Opening Day Year 2023) conditions, provided through one (1) right-turn lane.
    - **Note:** As shown in **Figure 4-5,** the Project does not add peak hour traffic to the NB-R movement.

Table 9-4: Queueing Analysis of Towne Centre Dr. / Executive Dr.

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ Queue (N-T & N-T + P)
EB-L (AM)	110'	132	22	110'	154	44	136	26	-18
EB-L (PM)	110'	70	-40	110'	81	-29	78	-32	-3
WB-L (AM)*	110'	76	-34	110'	93	-17	106	-4	13
WB-L (PM)*	110'	144	34	110'	138	28	138	28	0
SB-L (AM)*	230'	36	-194	230'	75	-155	77	-153	2
SB-L (PM)*	230'	168	-62	230'	269	39	286	56	17
NB-L (AM)	240'	298	58	240'	325	85	320	80	-5
NB-L (PM)	240'	187	-53	240'	205	-35	213	-27	8
NB-R (AM)*	90'	140	50	90'	143	53	147	57	4
NB-R (PM)*	90'	59	-31	90'	69	-21	58	-32	-11

Note: * Project does not contribute peak hour trips to the turn movement.

A) Red font queues indicate queues exceeding the available storage length

B) Red font queues with yellow background indicate queues exceeding the available storage length for turn movements where the Project contributes peak hour traffic volumes

As shown in **Table 9-4**, the queueing analysis results for the intersection of Towne Centre Drive at Executive Drive show several turning movements for which the 95th percentile queues exceed the available storage capacity of the turn pockets, including the following:

- EB-L (*AM Peak Hour*):
    - The available storage capacity of the turn pocket is approximately 110 feet in Existing and Near-Term (Opening Day Year 2023) conditions, provided through one (1) left-turn lane.
        - As shown in **Table 9-4**, the 95th percentile queues exceed the storage capacity on Existing, Near-Term (Opening Day Year 2023), and Near-Term (Opening Day Year 2023) With Project conditions.
        - **Note:** As shown in **Figure 4-5,** the Project does add peak hour traffic to the EB-L movement.
    - The change in queue length between "Without" and "With" project conditions results in an increase in queue length. The queues exceed the threshold established in the City's TSM in "Without" Project conditions and not as a result of adding Project traffic. However, the adjacent two-way left-turn lane can accommodate the excess queue so that left-turning vehicles do not affect the eastbound through movement. Therefore, no lengthening is proposed for this turn pocket.

- WB-L (*PM Peak Hour*):
    - The available storage capacity for the turning movement is approximately 110 feet in both Existing and Near-Term (Opening Day Year 2023) conditions, provided through one (1) left-turn lane.
        - **Note:** As shown in **Figure 4-5,** the Project does not add peak hour traffic to the WB-L movement.
- SB-L (*PM Peak Hour*):
    - The available storage capacity of the turn pocket is approximately 230 feet in Existing and Near-Term (Opening Day Year 2023) conditions, provided through one (1) left-turn lane.
        - **Note:** As shown in **Figure 4-5,** the Project does add peak hour traffic to the SB-L movement.
- NB-L (*AM Peak Hour*):
    - The available storage capacity of the turn pocket is approximately 240 feet in Existing and Near-Term (Opening Day Year 2023) conditions, provided through one (1) left-turn lane.
        - As shown in **Table 9-4**, the 95th percentile queues exceed the storage capacity on Existing, Near-Term (Opening Day Year 2023), and Near-Term (Opening Day Year 2023) With Project conditions.
        - **Note:** As shown in **Figure 4-5,** the Project does add peak hour traffic to the NB-L movement.

- Since the queues exceed the threshold established in the City's TSM in "Without" Project conditions and not as a result of adding Project traffic, no lengthening is proposed for this turn pocket.

- NB-R (*AM Peak Hour*):
  - The available storage capacity for the turning movement is approximately 90 feet in both Existing and Near-Term (Opening Day Year 2023) conditions, provided through one (1) right-turn lane.
    - **Note:** As shown in **Figure 4-5,** the Project does not add peak hour traffic to the NB-R movement.

Table 9-5: Queueing Analysis of Towne Centre Dr. / La Jolla Village Dr.

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ Queue (N-T & N-T + P)
EB-L (AM)*	135' + 135' = 270'	353	83	135' + 135' = 270'	342	72	350	80	8
EB-L (PM)*	135' + 135' = 270'	129	-141	135' + 135' = 270'	150	-120	147	-123	-3
EB-R (AM)	150'	167	17	150'	199	49	178	28	-21
EB-R (PM)	150'	238	88	150'	247	97	246	96	-1
WB-L (AM)*	190' + 190' = 380'	476	96	190' + 190' = 380'	482	102	466	86	-16
WB-L (PM)*	190' + 190' = 380'	461	81	190' + 190' = 380'	450	70	469	89	19
WB-R (AM)	170'	232	62	170'	206	36	203	33	-3
WB-R (PM)	170'	43	-127	170'	54	-116	46	-124	-8
SB-L (AM)	335' + 335' = 670'	247	-423	335' + 335' = 670'	289	-381	313	-357	24
SB-L (PM)	335' + 335' = 670'	809	139	335' + 335' = 670'	755	85	738	68	-17
SB-R (AM)*	160'	17	-143	160'	22	-138	30	-130	8
SB-R (PM)*	160'	131	-29	160'	102	-58	98	-62	-4
NB-L (AM)	140' + 140' = 280'	261	-19	140' + 140' = 280'	262	-18	269	-11	7
NB-L (PM)	140' + 140' = 280'	363	83	140' + 140' = 280'	357	77	373	93	16
NB-R (AM)*	200' + 200' = 400'	196	-204	200' + 200' = 400'	231	-169	236	-164	5
NB-R (PM)*	200' + 200' = 400'	496	96	200' + 200' = 400'	499	99	499	99	0

Note: * Project does not contribute peak hour trips to the turn movement.

A) Red font queues indicate queues exceeding the available storage length

B) Red font queues with yellow background indicate queues exceeding the available storage length for turn movements where the Project contributes peak hour traffic volumes

As shown in **Table 9-5**, the queueing analysis results for the intersection of Towne Centre Drive at La Jolla Village Drive show several turning movements for which the 95th percentile queues exceed the available storage capacity of the turn pockets, including the following:

- EB-L (*AM Peak Hour*):
    - The available storage capacity for the turning movement is approximately 270 feet in both Existing and Near-Term (Opening Day Year 2023) conditions, provided through two (2) 135 feet left-turn lanes.
        - **Note:** As shown in **Figure 4-5,** the Project does not add peak hour traffic to the EB-L movement.
- EB-R (*AM & PM Peak Hours*):
    - The available storage capacity of the turn pocket is approximately 150 feet in Existing and Near-Term (Opening Day Year 2023) conditions, provided through one (1) right-turn lane.
        - As shown in **Table 9-5**, the 95th percentile queues exceed the storage capacity on Existing, Near-Term (Opening Day Year 2023), and Near-Term (Opening Day Year 2023) With Project conditions.
        - **Note:** As shown in **Figure 4-5,** the Project does add peak hour traffic to the EB-R movement.
    - Since the queues exceed the threshold established in the City's TSM in "Without" Project conditions and not as a result of adding Project traffic, no lengthening is proposed for this turn pocket.

- WB-L (*AM & PM Peak Hours*):
    - The available storage capacity for the turning movement is approximately 380 feet in both Existing and Near-Term (Opening Day Year 2023) conditions, provided through two (2) 190 feet left-turn lanes.
        - **Note:** As shown in **Figure 4-5,** the Project does not add peak hour traffic to the WB-L movement.
- WB-R (*AM Peak Hour*):
    - The available storage capacity of the turn pocket is approximately 170 feet in Existing and Near-Term (Opening Day Year 2023) conditions, provided through one (1) right-turn lane. This turning movement is also served by a second right-turn lane that extends approximately 375 feet and functions as a trap lane of one of the four (4) westbound through lanes along La Jolla Village Drive between I-805 SB Ramps and Towne Centre Drive. This would increase the capacity of this turning movement further than 170 feet, but for this evaluation, the northernmost right turn lane (170 feet in length) is being analyzed as a conservative approach.
        - As shown in **Table 9-5**, the 95th percentile queues exceed the storage capacity on Existing, Near-Term (Opening Day Year 2023), and Near-Term (Opening Day Year 2023) With Project conditions.
        - **Note:** As shown in **Figure 4-5,** the Project does add peak hour traffic to the WB-R movement.

- Since the queues exceed the threshold established in the City's TSM in "Without" Project conditions and not as a result of adding Project traffic, no lengthening is proposed for this turn pocket.

- SB-L (*PM Peak Hour*):
  - The available storage capacity for the turning movement is approximately 670 feet in both Existing and Near-Term (Opening Day Year 2023) conditions, provided through two (2) 335 feet left-turn lanes.
    - As shown in **Table 9-5**, the 95th percentile queues exceed the storage capacity on Existing, Near-Term (Opening Day Year 2023), and Near-Term (Opening Day Year 2023) With Project conditions.
    - **Note:** As shown in **Figure 4-5,** the Project does add peak hour traffic to the SB-L movement.
  - Since the queues exceed the threshold established in the City's TSM in "Without" Project conditions and not as a result of adding Project traffic, no lengthening is proposed for this turn pocket.

- NB-L (*PM Peak Hour*):
  - The available storage capacity for the turning movement is approximately 280 feet in both Existing and Near-Term (Opening Day Year 2023) conditions, provided through two (2) 140 feet left-turn lanes.
    - As shown in **Table 9-5**, the 95th percentile queues exceed the storage capacity on Existing, Near-Term (Opening Day Year 2023), and Near-Term (Opening Day Year 2023) With Project conditions.

- **Note:** As shown in **Figure 4-5,** the Project does add peak hour traffic to the NB-L movement.

  - Since the queues exceed the threshold established in the City's TSM in "Without" Project conditions and not as a result of adding Project traffic, no lengthening is proposed for this turn pocket.

- NB-R (*PM Peak Hour*):

  - The available storage capacity for the turning movement is approximately 400 feet in both Existing and Near-Term (Opening Day Year 2023) conditions, provided through two (2) 200 feet left-turn lanes.

    - **Note:** As shown in **Figure 4-5,** the Project does not add peak hour traffic to the NB-R movement.

Table 9-6: Queueing Analysis of La Jolla Village Dr. / I-805 SB Ramps

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ Queue (N-T & N-T + P)
EB-R (AM)	Channelized	-	-	Channelized	-	-	-	-	-
EB-R (PM)	Channelized	-	-	Channelized	-	-	-	-	-
WB-R (AM)*	585'	98	-487	585'	913	328	873	288	-40
WB-R (PM)*	585'	75	-510	585'	572	-13	589	4	17
SB-L (AM)*	455'	334	-121	455'	385	-70	421	-34	36
SB-L (PM)*	455'	72	-383	455'	54	-401	90	-365	36
SB-R (AM)	1000'	2,281	1,281	1000'	2,330	1,330	2,325	1,325	-5
SB-R (PM)	1000'	515	-485	1000'	565	-435	1,162	162	597

Note: * Project does not contribute peak hour trips to the turn movement.

A) Red font queues indicate queues exceeding the available storage length

B) Red font queues with yellow background indicate queues exceeding the available storage length for turn movements where the Project contributes peak hour traffic volumes

As shown in **Table 9-6**, the queueing analysis results for the intersection of La Jolla Village Drive at I-805 SB Ramps show several turning movements for which the 95th percentile queues exceed the available storage capacity of the turn pockets, including the following:

- WB-R (*AM & PM Peak Hours*):
    - The available storage capacity for the turning movement is approximately 585 feet in both Existing (AM Peak only) and Near-Term (Opening Day Year 2023) conditions, provided through one right-turn lane.
        - **Note:** As shown in **Figure 4-5,** the Project does not add peak hour traffic to the WB-R movement.
- SB-R (*AM & PM Peak Hours*):
    - The available storage capacity for the turning movement is approximately 1000 feet in both Existing (AM Peak only) and Near-Term (Opening Day Year 2023) conditions, provided through one right-turn lane. This turning movement is also served by a second right-turn lane that extends approximately 1,000 feet. This would increase the capacity of this turning movement further than 1,000 feet, but this additional turn lane is part of the freeway off-ramp. Therefore, for this evaluation, the westernmost right turn lane is being analyzed as a conservative approach.
        - As shown in **Table 9-6**, the 95th percentile queues exceed the storage capacity on Existing, Near-Term (Opening Day Year 2023), and Near-Term (Opening Day Year 2023) With Project conditions.
        - **Note:** As shown in **Figure 4-5,** the Project does add peak hour traffic to the SB-R movement.

- Since the queues exceed the threshold established in the City's TSM in "Without" Project conditions and not as a result of adding Project traffic, no lengthening is proposed for this turn pocket.

9.5 Unsignalized Intersections

As a result of the peak hour intersection analysis results in **Chapter 8.4** (Near-Term Opening Day Year 2023) of this report, no off-site intersection improvements to unsignalized intersections are proposed by the Project.

10.0 SITE ACCESS, CIRCULATION, & PARKING

10.1 Access & Circulation

As shown in the project site plan, access to the project site is proposed through two (2) driveways; one (1) driveway will be located in the northeast corner of the project site along Executive Drive and the other driveway will be located on the southwest corner of the project site along Executive Way. Both driveways will be supported by secondary driveways and internal roadways which will provide access to the surface-level parking area, the 10,000 SF basement underneath the main building, and the main parking structure.

10.2 Parking

Parking for the project will meet the minimum parking requirements contained in the City of San Diego Municipal Code and will be accommodated through a combination of surface-level spaces, sub-grade-level spaces, and parking structure spaces, which will be accessed through the two (2) project driveways discussed in **Chapter 10.1**.

The project will provide a parking supply that includes 525 parking spaces (with *a minimum requirement of* 3*81 parking spaces*). The project parking tabulations are provided in **Figure 10-1**.

- Total Parking = **525 spaces**
    - Surface-level = 86 spaces
    - Parking Garage = 406 spaces
    - Sub-grade = 33 spaces
  - Standard = 385 spaces
  - ADA = 12 spaces
  - Clean Air = 63 spaces
    - Surface-level = 5 spaces
    - Parking Garage = 54 spaces
    - Sub-grade = 4 spaces
  - Electric Vehicle Ready = 27 spaces
    - Surface-level = 6 spaces
    - Parking Garage = 17 spaces
    - Sub-grade = 4 spaces

- Electric Vehicle Charging Spaces (EVCS) = 26 spaces
  - Parking Garage = 22 spaces
  - Sub-grade = 4 spaces

Motorcycle and bicycle parking will be provided onsite as follows:

- Motorcycle = 12 spaces
  - Parking Garage = 10 spaces
  - Sub-grade = 2 spaces
- Bicycle = 51 spaces
  - Short-term = 24 spaces (surface-level)
  - Long-term = 21 spaces (parking garage) + 6 spaces (sub-grade)

Figure 10-1: Project Parking Tabulations

PARKING

THE NEXUS TECHNOLOGY CENTRE SPECIFIC PLAN REQUIRES MIN. PARKING RATIO OF 2.9 SPACES PER 1000 SF OF BUILDING AREA (TRANSIT PRIORITY AREA "TPA"). MAXIMUM OF 5 SPACES PER 1000 SF. BUILDING AREA IS 131,200 SF + 10,000 SF BASEMENT = 141,200

	REQUIRED	PROVIDED	MAXIMUM
PARKING SPACES	381 (410)	525	656
SURFACE PARKING:		86	
OFFICE BUILDING BELOW GRADE		33	
PARKING GARAGE		406	
TOTAL		525	
ACCESSIBLE SPACES			
OFFICE BUILDING B1 STD		2	
OFFICE BIULDING B1 VAN		1	
SURFACE PARKING STD		5	
SURFACE PARKING VAN		1	
PARKING STRUCTURE STD.		2	
PARKING STRUCTURE VAN		1	
STANDARD	9	9	
VAN	2	3	
MOTORCYCLE PARKING (2% MIN.)	9		
PARKING STRUCTURE		10	
OFFICE BUILDING BELOW GRADE		2	
TOTAL		12	

DESIGNATED PARKING FOR CLEAN AIR VEHICLES PER CALGREEN TIER 2 VOLUNTARY MEASURES

FOR MORE THAN 201 PROVIDED PARKING SPACES, PROVIDE AT LEAST 12% OF TOTAL

CLEAN AIR PARKING SPACES	REQUIRED	PROVIDED	
	42		→ PER SD MUNI CODE 142.0530 (d): 8%
	63		→ CALGREEN TIER 2 VOLUNTARY MEASURES:12% (FOR MORE THAN 201 PARKING SPACES)
PARKING STRUCTURE			
OFFICE BULDING BELOW GRADE		4	
SURFACE PARKING		5	
TOTAL		63	

ELECTRIC VEHICLE CHARGING REQUIREMENT PER CALGREEN TIER 2 VOLUNTARY MEASURES

FOR MORE THAN 201 PROVIDED PARKING SPACES, PROVIDE AT LEAST 10% OF TOTAL (FUTURE INSTALLATION)

	REQUIRED	FUTURE READY	PROVIDED	TOTAL
EV PARKING SPACES	53			
PARKING STRUCTURE		17	22	
OFFICE BUILDING BELOW GRADE		4	4	
SURFACE PARKING		6		
TOTAL		27	26	53

BICYCLE PARKING

	REQUIRED	PROVIDED
SHORT TERM BICYCLE PARKING		
410 REQ'D SPACES X .05 =	21	24 (SEE SITE PARKING PLAN)
LONG TERM BICYCLE PARKING		
410 REQ'D SPACES X 0.05 =	21	
PARKING STRUCTURE		21
OFFICE BUILDING BELOW GRADE		6
TOTAL		27

11.0 SYSTEMIC SAFETY ANALYSIS

A systemic safety review was conducted to determine if any of the study area intersections satisfy hotspot criteria as defined under Appendix C of the City of San Diego's Systemic Safety, The Data-Driven Path To Vision Zero (*April 2019*).

An analysis summary of the study intersections that meet any of the hotspot systemic safety intersection footprints along with existing countermeasures and proposed engineering countermeasures is found in **Table 11-1** (for pedestrians), **Table 11-2** (for bicycles), and **Table 11-3** (for vehicles).

As shown in the tables below, the following intersections have been found to match one of the hotspot systemic safety intersection footprints along with a requirement to provide the following engineering countermeasures:

- Executive Dr. / Executive Wy.
  - High visibility crosswalks on the south and west legs
  - Backplates with retroreflective borders
- La Jolla Village Dr. / Executive Wy.
  - Backplates with retroreflective borders
- Towne Centre Dr. / Executive Dr.
  - Bicycle loop detectors for northbound approach
  - Backplates with retroreflective borders
- Towne Centre Dr. / La Jolla Village Dr.
  - Backplates with retroreflective borders

- La Jolla Village Dr. / Miramar Rd. / I-805 SB Ramps
  - Backplates with retroreflective borders

Table 11-1: Systemic Safety Analysis for Pedestrians

Number	Intersection	Pedestrian Matrix Footprint	Existing Countermeasures	Proposed Engineering Countermeasures
1	Executive Drive / Executive Way	Footprint #2	High Visibility Crosswalks (North and East legs)	High Visibility Crosswalks (South and West legs)
2	Executive Way / Project Driveway "A"	-	*new intersection (Project Driveway)	-
3	La Jolla Village Drive /Executive Way	-	-	-
4	Executive Drive / Project Driveway "B"	-	-	-
5	Towne Centre Drive / Executive Drive	-	-	-
6	Towne Centre Drive / La Jolla Village Drive	-	-	-
7	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	-	-	-

Table 11-2: Systemic Safety Analysis for Bicycles

Number	Intersection	Bicycle Matrix Footprint	Existing Countermeasures	Proposed Engineering Countermeasures
1	Executive Drive / Executive Way	-	-	-
2	Executive Way / Project Driveway "A"	Footprint #2	*new intersection (Project Driveway)	-
3	La Jolla Village Drive / Executive Way	-	-	-
4	Executive Drive / Project Driveway "B"	Footprint #2	*new intersection (Project Driveway)	-
5	Towne Centre Drive / Executive Drive	Footprint #1	-	Bicycle Loop Detectors for NB approach
6	Towne Centre Drive / La Jolla Village Drive	-	-	-
7	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	-	-	-

Table 11-3: Systemic Safety Analysis for Vehicles

Number	Intersection	Vehicular Matrix Footprint	Existing Countermeasures	Proposed Engineering Countermeasures
1	Executive Drive / Executive Way	Footprint #3	-	Backplates w/Retroreflective Borders
2	Executive Way / Project Driveway "A"	-	*new intersection (Project Driveway)	-
3	La Jolla Village Drive / Executive Way	Footprint #2	-	Backplates w/Retroreflective Borders
4	Executive Drive / Project Driveway "B"	-	*new intersection (Project Driveway)	-
5	Towne Centre Drive / Executive Drive	Footprint #3	-	Backplates w/Retroreflective Borders
6	Towne Centre Drive / La Jolla Village Drive	Footprint #2	-	Backplates w/Retroreflective Borders
7	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	Footprint #2	-	Backplates w/Retroreflective Borders

12.0 CONCLUSION

12.1 Project Trip Generation

Trip Generation for the proposed Project is presented in **Table 2-1**. Using the *City of San Diego Trip Generation Manual (May 2003)* trip generation rates, the total Project trip generation has been calculated using driveway rates as shown below and considers the existing site buildings that are proposed to be demolished and proposed to remain. The Project is anticipated to generate approximately 1,312 daily unadjusted driveway trips with 197 (177 In / 20 Out) AM peak hour trips and 197 (20 In / 177 Out) PM peak hour trips. The proposed Project is calculated to generate a net increase of approximately **1,240** average daily trips (ADT) with **162** (146 In / 16 Out) AM peak hour trips and **165** (17 In / 148 Out) PM peak hour trips.

12.2 Existing

Intersections:

All study intersections operate at an acceptable LOS "D" or better in the Existing condition at both the AM and PM peak hour setting, except for the following:

- La Jolla Village Dr. / Towne Centre Dr.
    - PM Peak Hour – *LOS E*

Table A shows a summary of the analysis of intersections for Existing conditions.

12.3 Near-Term (Opening Day Year 2023)

Intersections:

All study intersections are anticipated to operate at an acceptable LOS "D" or better in the Near-Term (Opening Day Year 2023) condition at both the AM and PM peak hour setting, except for the following:

- Executive Dr. / Towne Centre Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS F*
- La Jolla Village Dr. / Towne Centre Dr.
    - PM Peak Hour – *LOS F*

12.4 Near-Term (Opening Day Year 2023) With Project

Intersections:

All study intersections are anticipated to operate at an acceptable LOS "D" or better in the Near-Term (Opening Day Year 2023) With Project conditions at both the AM and PM peak hour setting, except for the following:

- Executive Dr. / Towne Centre Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS F*
- La Jolla Village Dr. / Towne Centre Dr.
    - PM Peak Hour – *LOS F*

Table B shows a summary of the analysis of intersections for Near-Term & Near-Term + Project.

As shown in **Table B**, the following transportation operational effects will occur:

- Executive Dr. / Towne Centre Dr.
    - PM Peak Hour – *LOS F*
- La Jolla Village Dr. / Towne Centre Dr.
    - PM Peak Hour – *LOS F*

Table A: Existing Intersection LOS Analysis

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Executive Drive / Executive Way	Signalized	23.3	C	36.1	D
2	Executive Way / Project Driveway "A"	Unsignalized	14.5	B	0.0	A
3	Executive Way / La Jolla Village Drive	Signalized	20.0	B	44.7	D
4	Executive Drive / Project Driveway "B"	Unsignalized	0.0	A	9.1	A
5	Executive Drive / Towne Centre Drive	Signalized	21.6	C	51.2	D
6	La Jolla Village Drive / Towne Centre Drive	Signalized	35.3	D	64.3	E
7	La Jolla Village Drive / I-805 SB Ramps	Signalized	28.2	C	24.3	C

Notes:

LOS = Level of Service

D = Delay (in sec.)

Table B: Near-Term (Opening Day Year 2023) & Near-Term (Opening Day Year 2023) + Project Intersection LOS Analysis Comparison

#	Intersection	Near-Term				Near-Term + Project						Is the intersection within 1/2-mile path of travel of a *Major Transit Stop*?	***Within a 1/2-mile distance of a Major Transit Stop*:** Does the Project cause the intersection to degrade to LOS F? / Does the project add traffic to a signal already operating at LOS F?	***Not within a 1/2-mile distance of a Major Transit Stop*:** Does the Project cause the intersection to degrade to LOS E or F? / Does the project add traffic to a signal already operating at LOS E or F?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	PM Peak Hour		Δ			
		D	LOS	D	LOS	D	LOS		D	LOS				
1	Executive Drive / Executive Way	23.4	C	36.9	D	23.5	C	0.1	37.1	D	0.2	Yes	No	-
2	Executive Way / Project Driveway "A"	14.6	B	0.0	A	15.4	C	0.8	13.5	B	13.5	Yes	No	-
3	Executive Way / La Jolla Village Drive	20.1	C	46.6	D	27.8	C	7.7	53.2	D	6.6	Yes	No	-
4	Executive Drive / Project Driveway "B"	0.0	A	9.1	A	10.6	B	10.6	9.8	A	0.7	Yes	No	-
5	Executive Drive / Towne Centre Drive	59.3	E	112.8	F	71.4	E	12.1	145.2	F	32.4	Yes	Yes	-
6	La Jolla Village Drive / Towne Centre Drive	40.1	D	108.2	F	46.9	D	6.8	121.1	F	12.9	Yes	Yes	-
7	La Jolla Village Drive / I-805 SB Ramps	45.9	D	27.6	C	53.8	D	7.9	28.7	C	1.1	Yes	No	-

Notes:

LOS = Level of Service

D = Delay (in sec.)

Δ = Change in Delay (in sec.)

12.5 Off-Site Improvements

12.5.1 Signal Timing Improvements/Modifications and Turn Lanes

The Project will result in conditions that would warrant a signal timing/modification improvement as required by the City's TSM are met for two (2) of the analyzed intersections:

- Executive Dr. / Towne Centre Dr. – *PM Peak Hour*
  - As shown in the peak hour LOS comparison between Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project included in **Table B**, this intersection is anticipated to operate with a LOS F in the PM peak hour. The project will implement an upgraded 2070 traffic signal controller (including software update) and Audible Pedestrian Signals as ITS improvements.
- La Jolla Village Dr. / Towne Centre Dr. – *PM Peak Hour*
  - As shown in the peak hour LOS comparison between Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project included in **Table B**, this intersection is anticipated to operate with a LOS F in the PM peak hour. The University of California San Diego (UCSD) Long Range Development Plan (LRDP) Environmental Impact Report (EIR) (*10/*2018) has been referenced for an identified improvement for this intersection. The document has identified an improvement for this intersection as a location with an impact significance. The proposed

mitigation measure consists of the implementation of an Adaptive Traffic Control System (ATCS) on the La Jolla Village Drive corridor between Torrey Pines Road and I-805 NB Ramps.

An assessment of the potential need to expand the available turn lanes of the study area signalized intersections was conducted. **Table C** shows a comparison of the Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project AM/PM peak hour volumes for all left-turn and right-turn movements at the study signalized intersections. As shown in the table, five (5) turn movements have been identified to exceed the City's TSM thresholds for peak hour volumes in "With" and "Without" Project conditions. These turning movements consist of the following:

- Executive Dr. / Executive Wy.
    - NB-L (*AM peak hour*)
- Executive Wy. / La Jolla Village Dr.
    - SB-L (*PM peak hour*)
    - WB-R (*AM peak hour*)
- Executive Dr. / Towne Centre Dr.
    - NB-L (*AM peak hour*)
    - WB-L (*PM peak hour*)

The Project does not propose the lengthening of existing turn lanes or the addition of turn lanes to the intersections listed above. This conclusion is made since as shown in **Table C** the turning movements listed above have an exceedance of the thresholds established in the City's TSM in "Without" Project conditions and not as a result of adding Project traffic.

Table C: Near-Term (Opening Day Year 2023) and Near-Term (Opening Day Year 2023) With Project Intersection Peak Hour Turning Movement Volume Comparison

#	Intersection	NB Approach								SB Approach								EB Approach								WB Approach							
		Near-Term				Near-Term + Project				Near-Term				Near-Term + Project				Near-Term				Near-Term + Project				Near-Term				Near-Term + Project			
		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn		Left-Turn		Right-Turn	
		# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)	# of Lanes	Volume (AM/PM)
1	Executive Drive / Executive Way	1	422 / 70	1	176 / 37	1	423 / 83	1	176 / 37	0	8 / 10	0	28 / 31	0	8 / 10	0	28 / 31	1	32 / 17	0	46 / 408	1	32 / 17	0	59 / 410	1	52 / 265	0	58 / 21	1	52 / 265	0	58 / 21
2	Executive Way / Project Driveway "A"	-	-	0	2 / 0	-	-	0	89 / 10	0	0 / 0	-	-	0	13 / 2	-	-	-	-	-	-	-	-	-	-	0	1 / 0	0	0 / 0	0	10 / 90	0	1 / 13
3	Executive Way / La Jolla Village Drive	1	36 / 236	2	25 / 199	1	36 / 236	2	25 / 199	1	64 / 393	0	54 / 323	1	69 / 440	0	58 / 359	2	168 / 88	1	83 / 292	2	203 / 92	1	83 / 292	2	44 / 167	0	503 / 92	2	44 / 167	0	550 / 97
4	Executive Drive / Project Driveway "B"	0	0 / 0	0	0 / 2	0	1 / 6	0	4 / 38	-	-	-	-	-	-	-	-	0	0 / 0	0	2 / 0	0	0 / 0	0	6 / 1	0	0 / 0	0	0 / 0	0	38 / 4	0	0 / 0
5	Executive Drive / Towne Centre Drive	1	447 / 193	1	437 / 77	1	478 / 197	1	437 / 77	1	56 / 39	0	78 / 145	1	56 / 39	0	81 / 145	1	211 / 52	0	36 / 143	1	211 / 55	0	39 / 174	1	66 / 432	0	188 / 38	1	66 / 432	0	188 / 38
6	La Jolla Village Drive / Towne Centre Drive	2	134 / 222	2	303 / 627	2	137 / 222	2	303 / 627	2	245 / 1151	1	37 / 177	2	248 / 1179	1	37 / 177	2	354 / 29	1	123 / 189	2	354 / 29	1	123 / 192	2	406 / 522	2	1734 / 359	2	406 / 522	2	1765 / 363
7	La Jolla Village Drive / I-805 SB Ramps	-	-	-	-	-	-	-	-	2	642 / 156	2	1801 / 806	2	642 / 156	2	1813 / 807	-	-	2	506 / 914	-	-	2	511 / 958	-	-	1	503 / 589	-	-	1	503 / 589

Legend:

Signalized Intersections

Left-Turn Lane: 0 Lanes ≤ 100 vehicles
1 Lane < 100 ≥ 300 vehicles
2 Lanes < 300 vehicles

Right-Turn Lane: 0 Lanes ≤ 500 vehicles
1 Lane < 500 ≥ 800 vehicles
2 Lanes < 800 vehicles

12.5.2 Queueing

As shown in Tables D through H, the Project will not result in conditions that would warrant a turn lane modification/improvement as a result of 95th percentile queueing deficiencies due to the addition of the Project for any study intersection.

Table D: Queueing Analysis of Executive Dr. / Executive Wy.

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ Queue (N-T & N-T + P)
EB-L (AM)*	135'	44	-91	135'	55	-80	101	-34	46
EB-L (PM)*	135'	34	-101	135'	34	-101	36	-99	2
WB-L (AM)*	100'	66	-34	100'	65	-35	60	-40	-5
WB-L (PM)*	100'	138	38	100'	129	29	125	25	-4
SB-L (AM)*	50'	19	-31	50'	19	-31	19	-31	0
SB-L (PM)*	50'	22	-28	50'	26	-24	28	-22	2
NB-L (AM)	100'	142	42	100'	142	42	146	46	4
NB-L (PM)	100'	87	-13	100'	75	-25	92	-8	17

Note: * Project does not contribute peak hour trips to the turn movement.

A) Red font queues indicate queues exceeding the available storage length

B) Red font queues with yellow background indicate queues exceeding the available storage length for turn movements where the Project contributes peak hour traffic volumes

Table E: Queueing Analysis of Executive Wy. / La Jolla Village Dr.

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ Queue (N-T & N-T + P)
EB-L (AM)	195'	247	52	195'	254	59	255	60	1
EB-L (PM)	195'	224	29	195'	258	63	246	51	-12
EB-R (AM)*	330'	53	-277	330'	75	-255	54	-276	-21
EB-R (PM)*	330'	110	-220	330'	331	1	246	-84	-85
WB-L (AM)*	185' + 185' = 370'	144	-226	185' + 185' = 370'	127	-243	124	-246	-3
WB-L (PM)*	185' + 185' = 370'	387	17	185' + 185' = 370'	370	0	387	17	17
SB-L (AM)	90'	52	-38	90'	52	-38	51	-39	-1
SB-L (PM)	90'	137	47	90'	139	49	137	47	-2
NB-R (AM)*	85'	15	-70	85'	16	-69	17	-68	1
NB-R (PM)*	85'	66	-19	85'	89	4	100	15	11

Note: * Project does not contribute peak hour trips to the turn movement.

A) Red font queues indicate queues exceeding the available storage length

B) Red font queues with yellow background indicate queues exceeding the available storage length for turn movements where the Project contributes peak hour traffic volumes

Table F: Queueing Analysis of Towne Centre Dr. / Executive Dr.

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ Queue (N-T & N-T + P)
EB-L (AM)	110'	132	22	110'	154	44	136	26	-18
EB-L (PM)	110'	70	-40	110'	81	-29	78	-32	-3
WB-L (AM)*	110'	76	-34	110'	93	-17	106	-4	13
WB-L (PM)*	110'	144	34	110'	138	28	138	28	0
SB-L (AM)*	230'	36	-194	230'	75	-155	77	-153	2
SB-L (PM)*	230'	168	-62	230'	269	39	286	56	17
NB-L (AM)	240'	298	58	240'	325	85	320	80	-5
NB-L (PM)	240'	187	-53	240'	205	-35	213	-27	8
NB-R (AM)*	90'	140	50	90'	143	53	147	57	4
NB-R (PM)*	90'	59	-31	90'	69	-21	58	-32	-11

Note: * Project does not contribute peak hour trips to the turn movement.

A) Red font queues indicate queues exceeding the available storage length

B) Red font queues with yellow background indicate queues exceeding the available storage length for turn movements where the Project contributes peak hour traffic volumes

Table G: Queueing Analysis of Towne Centre Dr. / La Jolla Village Dr.

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ Queue (N-T & N-T + P)
EB-L (AM)*	135' + 135' = 270'	353	83	135' + 135' = 270'	342	72	350	80	8
EB-L (PM)*	135' + 135' = 270'	129	-141	135' + 135' = 270'	150	-120	147	-123	-3
EB-R (AM)	150'	167	17	150'	199	49	178	28	-21
EB-R (PM)	150'	238	88	150'	247	97	246	96	-1
WB-L (AM)*	190' + 190' = 380'	476	96	190' + 190' = 380'	482	102	466	86	-16
WB-L (PM)*	190' + 190' = 380'	461	81	190' + 190' = 380'	450	70	469	89	19
WB-R (AM)	170'	232	62	170'	206	36	203	33	-3
WB-R (PM)	170'	43	-127	170'	54	-116	46	-124	-8
SB-L (AM)	335' + 335' = 670'	247	-423	335' + 335' = 670'	289	-381	313	-357	24
SB-L (PM)	335' + 335' = 670'	809	139	335' + 335' = 670'	755	85	738	68	-17
SB-R (AM)*	160'	17	-143	160'	22	-138	30	-130	8
SB-R (PM)*	160'	131	-29	160'	102	-58	98	-62	-4
NB-L (AM)	140' + 140' = 280'	261	-19	140' + 140' = 280'	262	-18	269	-11	7
NB-L (PM)	140' + 140' = 280'	363	83	140' + 140' = 280'	357	77	373	93	16
NB-R (AM)*	200' + 200' = 400'	196	-204	200' + 200' = 400'	231	-169	236	-164	5
NB-R (PM)*	200' + 200' = 400'	496	96	200' + 200' = 400'	499	99	499	99	0

Note: * Project does not contribute peak hour trips to the turn movement.

A) Red font queues indicate queues exceeding the available storage length

B) Red font queues with yellow background indicate queues exceeding the available storage length for turn movements where the Project contributes peak hour traffic volumes

Table H: Queueing Analysis of La Jolla Village Dr. / I-805 SB Ramps

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ Queue (N-T & N-T + P)
EB-R (AM)	Channelized	-	-	Channelized	-	-	-	-	-
EB-R (PM)	Channelized	-	-	Channelized	-	-	-	-	-
WB-R (AM)*	585'	98	-487	585'	913	328	873	288	-40
WB-R (PM)*	585'	75	-510	585'	572	-13	589	4	17
SB-L (AM)*	455'	334	-121	455'	385	-70	421	-34	36
SB-L (PM)*	455'	72	-383	455'	54	-401	90	-365	36
SB-R (AM)	1000'	2,281	1,281	1000'	2,330	1,330	2,325	1,325	-5
SB-R (PM)	1000'	515	-485	1000'	565	-435	1,162	162	597

Note: * Project does not contribute peak hour trips to the turn movement.

A) Red font queues indicate queues exceeding the available storage length

B) Red font queues with yellow background indicate queues exceeding the available storage length for turn movements where the Project contributes peak hour traffic volumes

12.6 Systemic Safety

A systemic safety review was conducted to determine if any of the study area intersections are located within a safety hotspot as defined under Appendix C of the City of San Diego's Systemic Safety, The Data-Driven Path To Vision Zero (*April 2019*). As shown in **Table I** (for pedestrian users), **Table J** (for bicycle users), and **Table K** (for vehicle users) the following intersections have been found to match one of the hotspot systemic safety intersection footprints along with a requirement to provide the following engineering countermeasures:

- Executive Dr. / Executive Wy.
  - High visibility crosswalks on the south and west legs
  - Backplates with retroreflective borders
- La Jolla Village Dr. / Executive Wy.
  - Backplates with retroreflective borders
- Towne Centre Dr. / Executive Dr.

- Bicycle loop detectors for northbound approach
- Backplates with retroreflective borders

- Towne Centre Dr. / La Jolla Village Dr.
  - Backplates with retroreflective borders
- La Jolla Village Dr. / Miramar Rd. / I-805 SB Ramps
  - Backplates with retroreflective borders

Table I: Systemic Safety Analysis for Pedestrians

Number	Intersection	Pedestrian Matrix Footprint	Existing Countermeasures	Proposed Engineering Countermeasures
1	Executive Drive / Executive Way	Footprint #2	High Visibility Crosswalks (North and East legs)	High Visibility Crosswalks (South and West legs)
2	Executive Way / Project Driveway "A"	-	*new intersection (Project Driveway)	-
3	La Jolla Village Drive /Executive Way	-	-	-
4	Executive Drive / Project Driveway "B"	-	-	-
5	Towne Centre Drive / Executive Drive	-	-	-
6	Towne Centre Drive / La Jolla Village Drive	-	-	-
7	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	-	-	-

Table J: Systemic Safety Analysis for Bicycles

Number	Intersection	Bicycle Matrix Footprint	Existing Countermeasures	Proposed Engineering Countermeasures
1	Executive Drive / Executive Way	-	-	-
2	Executive Way / Project Driveway "A"	Footprint #2	*new intersection (Project Driveway)	-
3	La Jolla Village Drive / Executive Way	-	-	-
4	Executive Drive / Project Driveway "B"	Footprint #2	*new intersection (Project Driveway)	-
5	Towne Centre Drive / Executive Drive	Footprint #1	-	Bicycle Loop Detectors for NB approach
6	Towne Centre Drive / La Jolla Village Drive	-	-	-
7	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	-	-	-

Table K: Systemic Safety Analysis for Vehicles

Number	Intersection	Vehicular Matrix Footprint	Existing Countermeasures	Proposed Engineering Countermeasures
1	Executive Drive / Executive Way	Footprint #3	-	Backplates w/Retroreflective Borders
2	Executive Way / Project Driveway "A"	-	*new intersection (Project Driveway)	-
3	La Jolla Village Drive / Executive Way	Footprint #2	-	Backplates w/Retroreflective Borders
4	Executive Drive / Project Driveway "B"	-	*new intersection (Project Driveway)	-
5	Towne Centre Drive / Executive Drive	Footprint #3	-	Backplates w/Retroreflective Borders
6	Towne Centre Drive / La Jolla Village Drive	Footprint #2	-	Backplates w/Retroreflective Borders
7	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	Footprint #2	-	Backplates w/Retroreflective Borders

15.0 REFERENCES

- City of San Diego. 2003. San Diego Municipal Code, Land Development Code, Trip Generation Manual. San Diego, California: Development Services Department. May 2003.
- City of San Diego, *Transportation Study Manual.* San Diego, California: Development Services Department September 29, 2020
- Transportation Research Board. 2016. Highway Capacity Manual 6th *Edition*. Washington, D.C.: Transportation Research Board.

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Jorge Muradas, EIT; B.S. Civil Engineering

Word Processing, Report Production and Compilation

Jorge Muradas, EIT; B.S. Civil Engineering

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Appendix A: Project Information Form (PIF)

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City of San Diego
Project Information Form

Project Information

Project Name:	ARE Scripps Health Headquarters				
Project Applicant					
Name:	Chris Clement (Alexandria Real Estate Equities, Inc.)				
Address:	10996 Torreyana Road, Suite 200, San Diego, CA, 92121				
Contact Information	Phone Number:	(858) 638-2800	Email:	cclement@are.com	
Project Location and Context					
Project Address:	4555 Executive Drive and 9291 Executive Way				
APN:	3450120400 and 3450120500				
Driveway Cross Streets:	Executive Way and Executive Drive				
Please attach a Project Location Map that clearly identifies project driveways and access points.					
Community Plan Area:	University	Land Use Designation:	Industrial	Zoning Designation:	RS-1-14

Is any portion of the project located in an RTIP Transit Priority Area?: ☒ Yes ☐ No

Project Description (with Proposed Land Uses and Intensities):

The ARE Scripps Health Headquarters project proposes the demolition of the existing and currently operating San Diego Braille Institute building consisting of 30,221 square feet (SF) of building area and the construction of a five-story 131,183 SF corporate headquarters / single tenant office building with a 25,522 SF basement (including 10,000 SF of amenities, such as a 2,005 SF fitness space, a 500 SF locker/shower/toilet space, and 15,522 SF of parking area) and a separate four-story 119,500 SF parking structure.

Number of Parking Spaces:	Vehicle Spaces	Accessible Spaces	Bicycle Spaces *(racks and secure Storage)*	Motorcycle Spaces
	525	12	51	12

Identify any project features related to TDM and Identify any transportation amenities or travel demand management measures that are required based on the San Diego Municipal Code Section 142.0528 (transportation amenities) or the Climate Action Plan Consistency Checklist. For example: transit pass subsidies, unbundled parking, shuttle services, car share, bicycle supportive features (bike repair station, bike lockers, etc.).

Please attach a project site plan that clearly identifies the following:

- Land use types and quantities, and number of parking spaces provided (vehicle and bicycle) clearly identified.
- Driveway locations and type (full access, partial access, right in/out only) identified.
- Pedestrian access, bicycle access and on-site pedestrian circulation clearly identified.
- Location/distance of closest existing transit stop and proposed transit stops identified in RTIP (measured as walking distance to project entrance/or middle of parcel).

City of San Diego
Project Information Form

Trip Generation Estimates (calculated using the process described in the TSM):	Unadjusted Driveway Trips		Total Net New Trips	
	Daily:	1,312	Daily:	1,240
	AM Peak Hour:	197	AM Peak Hour:	162
	PM Peak Hour:	197	PM Peak Hour:	165

Preliminary Screening Criteria

	CEQA Transportation Analysis Screening 1) Select the Land Uses that apply to your project 2) Answer the questions for each Land Use that applies to your project *(if "Yes" in any land use category below then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)*	Screened Out **Yes**	Not Screened Out **No**
☑	1. Redevelopment Project:		
	a. Does the project result in a net decrease in total Project VMT?	○	◉
	b. Answer if yes to 1a. If the project replaces affordable housing with market rate housing, are there more market rate units planned than existing affordable units being replaced.	○	○
☐	2. Residential Project:		
	a. Is the project in a VMT/Capita Efficient Area (per SANDAG screening maps)?	○	○
	b. Does the project include Affordable Housing? $\frac{}{Affordable\ Units} + \frac{}{Market\ Rate\ Units} = \frac{}{Total\ Units}$ All affordable units are screened out.	○	○
☑	3. Commercial Employment Project:		
	• Is the project in a VMT/Employee Efficient Area? (per SANDAG screening maps?)	○	◉
☐	4. Industrial Employment Project		
	• Is the project in a VMT/Industrial Employee Efficient Area?	○	○
☐	5. Retail/Public Facility/Recreational		
	• Is the project locally serving: - Retail OR Public Facility OR Recreational	○	○
☐	6. Small Project		
	• For all components of a project that are not screened out above (all 'Yes' in a land use category), what is the daily unadjusted driveway trip generation? _____ Is it less than 300 daily trips?	○	○

Local Mobility Analysis			
Is your project's land use consistent with the Community Plan zoning?	◉ Consistent ☐ Generates less than 1,000 daily trips (unadjusted driveway trips)	○ Inconsistent ☐ Generates less than 500 daily trips (unadjusted driveway trips)	
Will project development be phased?	No	In what month are traffic counts planned to be conducted?	2015, 2016, & 2017 count data

City of San Diego
Project Information Form

If a project generates 1,000 or more daily trips (consistent with Community Plan Zoning) or 500 or more daily trips (inconsistent with Community Plan zoning), attach an exhibit showing the project's trip distribution percentages and project trip assignment using the process described in the TSM.

Appendix B: SANDAG SZA Series 13 Year 2050 and Supplemental SZA Models from PTS#647676

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SANDAG
SR13

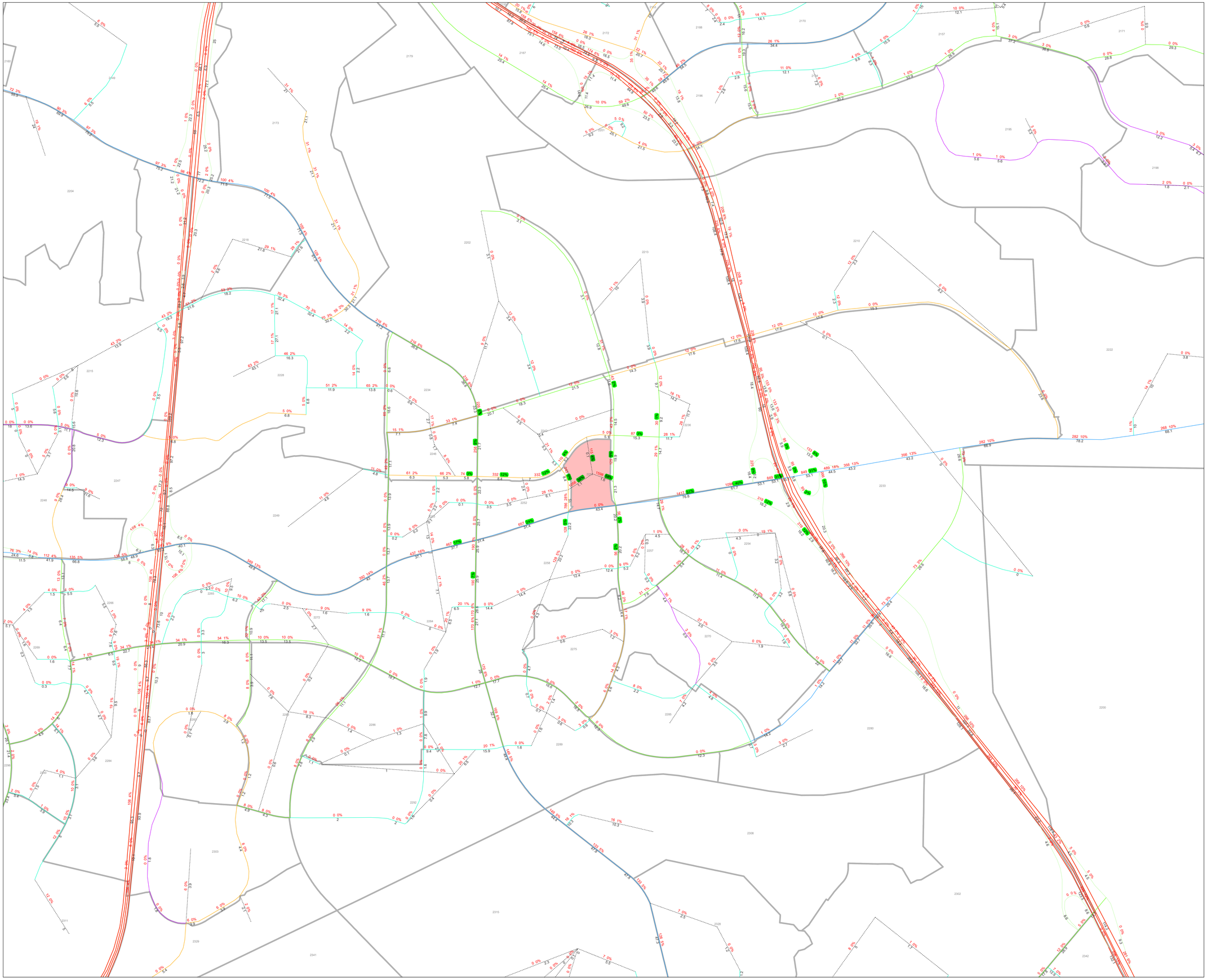
ABM version13_3_2
Scenario ID: 948

Executive Way

2050rc

Select Zone Run

TAZ 2250



**Select Zone Vol and %**

**Model Estimated ADT x 1000**

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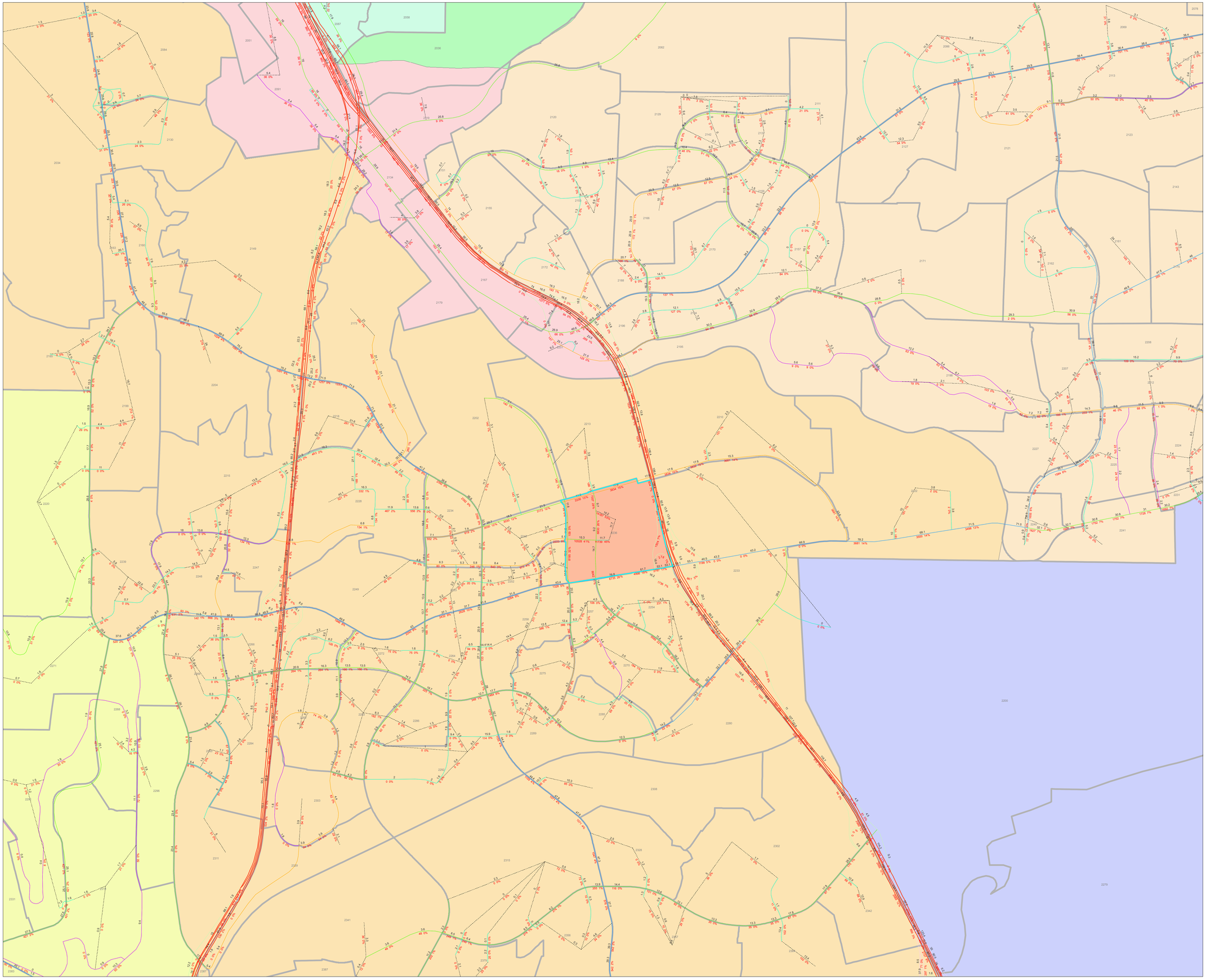
SANDAG
servicebureau

Date: March 8, 2021

SANDAG
SR13
version13_3_2
Scenario ID: 948

UC Podium

2050 Select Zone Run
TAZ 2236



\# Select Zone Vol and %

\# Model Estimated ADT x 1000

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Date: November 22, 2019

SANDAG
SR14
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hwy_load 466

2025rc

Select Zone Run

TAZ 2236

join_sz2236

Selected Zone(s)

**Select Zone Vol and %**

**Model Estimated ADT**

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Date: August 12, 2021

Appendix C: SDMTS Transit Schedules

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ONE-WAY FARES / *Tarifas Sencillas*

Exact fare, please / *Favor de pagar la cantidad exacta*

Adult / *Adulto*	**$2.50**
Senior/Disabled/Medicare* *Personas Mayores/con Discapacidades/Medicare**	**$1.25**
Youth (ages 6-18)* *Jóvenes (edades 6-18)**	**$2.50**

DAY PASS (Regional) / *Pase diario (Regional)*

Adult / *Adulto*	**$6.00**
Senior/Disabled/Medicare* *Personas Mayores/con Discapacidades/Medicare**	**$3.00**
Youth (ages 6-18)* *Jóvenes (edades 6-18)**	**$3.00**

MONTHLY PASSES / *Pases mensuales*

Adult / *Adulto*	**$72.00**
Senior/Disabled/Medicare* *Personas Mayores/con Discapacidades/Medicare**	**$23.00**
Youth (ages 6-18)* *Jóvenes (edades 6-18)**	**$23.00**

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959.
**Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959.*

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TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** **or/ó** **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
MTS Security *MTS Seguridad*	**(619) 595-4960**
Lost & Found *Objetos extraviados*	**(619) 233-3004**
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Effective SEPTEMBER 20, 2020

30

Downtown – UTC / VA Medical Center

via Old Town / Pacific Beach / La Jolla / UC San Diego

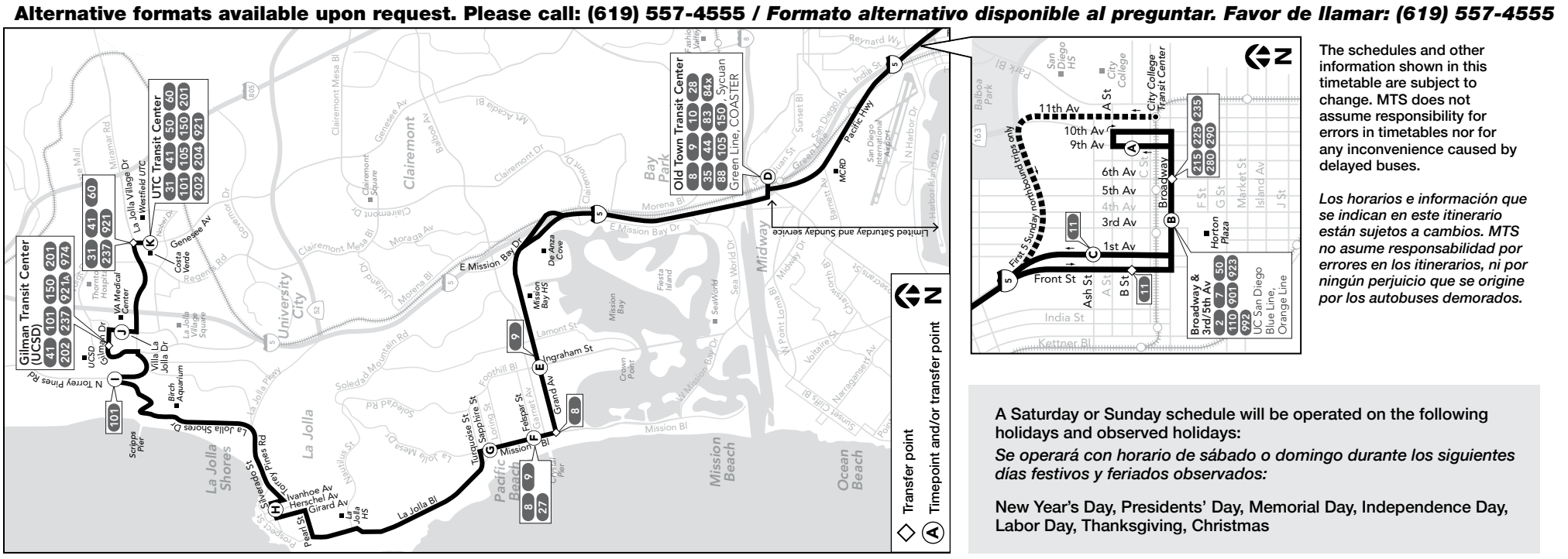
DESTINATIONS
- Birch Aquarium
- Mission Bay High School
- UC San Diego
- VA Medical Center
- Westfield UTC

TROLLEY CONNECTIONS
- Downtown
- Old Town

09/20

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Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*



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A Saturday or Sunday schedule will be operated on the following holidays and observed holidays:
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados:

New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Route 30 – Saturday / *sábado*

Downtown ➡ Old Town ➡ Pacific Beach ➡ La Jolla ➡ UTC

Ⓐ 9th Ave. & C St. **DEPART**	Ⓒ 1st Ave. & Ash St.	Ⓓ Old Town Transit Center **ARRIVE**	Ⓓ Old Town Transit Center **DEPART**	Ⓔ Grand Ave. & Ingraham St.	Ⓕ Mission Bl. & Felspar St.	Ⓖ Mission Bl. & Sapphire St.	Ⓗ Silverado St. & Herschel Ave.	Ⓘ N. Torrey Pines & LJ Shores	Ⓙ VA Medical Center	Ⓚ UTC Transit Ctr. **ARRIVE**
5:26a	5:35a	5:43a	5:45a	5:59a	6:03a	—	6:20a	6:31a	6:38a	6:45a
5:56	6:05	6:13	6:15	6:29	6:33	—	6:51	7:02	7:09	7:16
—	—	—	6:43	6:57	7:01	7:07a	—	—	—	—
6:26	6:35	6:43	6:45	6:59	7:03	—	7:21	7:32	7:39	7:46
—	—	—	7:13	7:27	7:31	7:37	—	—	—	—
6:56	7:05	7:13	7:15	7:29	7:33	—	7:51	8:02	8:09	8:16
			7:28	7:42	7:47	7:53	—	—	—	—
			7:43	7:57	8:02	—	8:21	8:33	8:40	8:47
			7:58	8:12	8:17	8:23	—	—	—	—
			8:13	8:27	8:33	—	8:52	9:04	9:12	9:20
			8:28	8:42	8:48	8:54	—	—	—	—
			8:43	8:57	9:04	—	9:23	9:36	9:44	9:52
			8:59	9:13	9:20	9:26	—	—	—	—
			9:14	9:28	9:35	—	9:54	10:07	10:15	10:23
			9:30	9:44	9:51	9:57	—	—	—	—
			9:45	9:59	10:06	—	10:25	10:38	10:46	10:54
			10:00	10:15	10:22	10:28	—	—	—	—
			10:15	10:30	10:37	—	10:57	11:10	11:18	11:27
			10:30	10:45	10:52	10:58	—	—	—	—
			10:45	11:00	11:07	—	11:27	11:40	11:48	11:57
			11:00	11:15	11:22	11:28	—	—	—	—
			11:15	11:30	11:37	—	11:57	**12:10p**	**12:18p**	**12:27p**
			11:30	11:45	11:52	11:58	—	—	—	—
			11:45	**12:00p**	**12:07p**	—	**12:27p**	**12:40**	**12:48**	**12:57**
			12:00p	**12:15**	**12:22**	**12:28p**	—	—	—	—
			12:15	**12:30**	**12:37**	—	**12:57**	**1:10**	**1:18**	**1:27**
			12:29	**12:44**	**12:51**	**12:57**	—	—	—	—
			12:43	**12:58**	**1:05**	—	**1:25**	**1:39**	**1:47**	**1:57**
			12:58	**1:13**	**1:20**	**1:26**	—	—	—	—
			1:13	**1:28**	**1:35**	—	**1:55**	**2:09**	**2:17**	**2:27**
			1:28	**1:43**	**1:50**	**1:56**	—	—	—	—
			1:43	**1:58**	**2:05**	—	**2:25**	**2:39**	**2:47**	**2:57**
			1:58	**2:13**	**2:20**	**2:26**	—	—	—	—
			2:13	**2:28**	**2:35**	—	**2:55**	**3:09**	**3:17**	**3:27**
			2:28	**2:43**	**2:50**	**2:56**	—	—	—	—
			2:43	**2:58**	**3:05**	—	**3:25**	**3:39**	**3:47**	**3:57**
			2:58	**3:13**	**3:20**	**3:26**	—	—	—	—
			3:13	**3:28**	**3:35**	—	**3:55**	**4:09**	**4:17**	**4:27**
			3:28	**3:43**	**3:50**	**3:56**	—	—	—	—
			3:43	**3:58**	**4:05**	—	**4:25**	**4:39**	**4:47**	**4:57**
			3:58	**4:13**	**4:20**	**4:26**	—	—	—	—
			4:13	**4:28**	**4:35**	—	**4:55**	**5:09**	**5:17**	**5:27**
			4:28	**4:43**	**4:50**	**4:56**	—	—	—	—
			4:43	**4:58**	**5:05**	—	**5:25**	**5:39**	**5:47**	**5:57**
			4:58	**5:13**	**5:20**	**5:26**	—	—	—	—
			5:13	**5:28**	**5:35**	—	**5:55**	**6:09**	**6:17**	**6:27**
			5:28	**5:43**	**5:50**	**5:56**	—	—	—	—
			5:43	**5:58**	**6:05**	—	**6:24**	**6:38**	**6:46**	**6:55**
			5:58	**6:13**	**6:20**	**6:26**	—	—	—	—
			6:13	**6:27**	**6:34**	—	**6:52**	**7:05**	**7:13**	**7:22**
			6:28	**6:42**	**6:49**	**6:55**	—	—	—	—
			6:43	**6:57**	**7:04**	—	**7:22**	**7:35**	**7:43**	**7:52**
			7:13	**7:27**	**7:34**	—	**7:52**	**8:05**	**8:13**	**8:22**
			7:43	**7:57**	**8:03**	—	**8:20**	**8:32**	**8:40**	**8:48**
			8:15	**8:29**	**8:34**	—	**8:51**	**9:03**	**9:10**	**9:17**
			8:45	**8:59**	**9:04**	—	**9:21**	**9:33**	**9:40**	**9:47**
			9:15	**9:29**	**9:34**	—	**9:50**	**10:01**	**10:08**	**10:15**
			9:45	**9:59**	**10:04**	—	**10:20**	**10:31**	**10:38**	**10:45**
			10:15	**10:29**	**10:34**	—	**10:50**	**11:01**	**11:08**	**11:15**
			10:45	**10:59**	**11:04**	—	**11:20**	**11:31**	**11:38**	**11:45**
			11:15	**11:29**	**11:34**	—	**11:50**	12:01a	12:08a	12:15a
			12:15a	12:29a	12:34a	—	—	—	—	—

Trips begin in Old Town. Alternate service from Downtown available on the Sycuan Green Line.
Viajes comienzan en Old Town. Servicio alterno del centro en la Sycuan Green Line.

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UTC ➡ La Jolla ➡ Pacific Beach ➡ Old Town

Ⓚ UTC Transit Center **DEPART**	Ⓙ VA Medical Center	Ⓘ N. Torrey Pines & LJ Shores	Ⓗ Silverado St. & Herschel Ave.	Ⓖ Mission Bl. & Sapphire St.	Ⓕ Mission Bl. & Felspar St.	Ⓔ Grand Ave. & Ingraham St.	Ⓓ Old Town Transit Center **ARRIVE**	Ⓑ Ⓐ
—	—	—	—	5:37a	5:41a	5:46a	5:59a	
—	—	—	5:55a	—	6:11	6:16	6:29	
6:00a	6:08a	6:14a	6:25	—	6:41	6:46	6:59	
6:30	6:38	6:44	6:55	—	7:11	7:16	7:29	
7:00	7:08	7:14	7:25	—	7:41	7:46	7:59	
7:28	7:37	7:43	7:55	—	8:11	8:16	8:29	
7:57	8:06	8:12	8:24	—	8:41	8:47	9:01	
8:27	8:36	8:43	8:55	—	9:13	9:19	9:33	
8:57	9:06	9:13	9:25	—	9:43	9:49	10:03	
—	—	—	—	9:53	9:57	10:03	10:17	
9:22	9:32	9:39	9:52	—	10:10	10:16	10:30	
—	—	—	—	10:20	10:24	10:31	10:45	
9:47	9:57	10:05	10:19	—	10:37	10:44	10:58	
—	—	—	—	10:46	10:50	10:57	11:11	
10:14	10:24	10:32	10:46	—	11:04	11:11	11:25	
—	—	—	—	11:15	11:19	11:27	11:41	
10:42	10:52	11:00	11:14	—	11:34	11:42	11:56	
—	—	—	—	11:45	11:49	11:57	**12:11p**	
11:12	11:22	11:30	11:44	—	**12:04p**	**12:12p**	**12:26**	
—	—	—	—	**12:15p**	**12:19**	**12:27**	**12:41**	
11:42	11:52	**12:00p**	**12:14p**	—	**12:34**	**12:42**	**12:56**	
—	—	—	—	**12:45**	**12:49**	**12:57**	**1:11**	
12:12p	**12:22p**	**12:30**	**12:44**	—	**1:04**	**1:12**	**1:26**	
—	—	—	—	**1:15**	**1:19**	**1:27**	**1:41**	
12:42	**12:52**	**1:00**	**1:14**	—	**1:34**	**1:42**	**1:56**	
—	—	—	—	**1:45**	**1:49**	**1:57**	**2:11**	
1:12	**1:22**	**1:30**	**1:44**	—	**2:04**	**2:12**	**2:26**	
—	—	—	—	**2:15**	**2:19**	**2:27**	**2:41**	
1:42	**1:52**	**2:00**	**2:14**	—	**2:34**	**2:42**	**2:56**	
—	—	—	—	**2:45**	**2:49**	**2:57**	**3:11**	
2:12	**2:22**	**2:30**	**2:44**	—	**3:04**	**3:12**	**3:26**	
—	—	—	—	**3:15**	**3:19**	**3:27**	**3:42**	
2:41	**2:51**	**2:59**	**3:14**	—	**3:34**	**3:42**	**3:57**	
—	—	—	—	**3:45**	**3:49**	**3:57**	**4:12**	
3:11	**3:21**	**3:29**	**3:44**	—	**4:04**	**4:12**	**4:27**	
—	—	—	—	**4:15**	**4:19**	**4:27**	**4:42**	
3:41	**3:51**	**3:59**	**4:14**	—	**4:34**	**4:42**	**4:57**	
—	—	—	—	**4:45**	**4:49**	**4:57**	**5:12**	
4:11	**4:21**	**4:29**	**4:44**	—	**5:04**	**5:12**	**5:27**	
—	—	—	—	**5:15**	**5:19**	**5:27**	**5:42**	
4:41	**4:51**	**4:59**	**5:14**	—	**5:34**	**5:42**	**5:57**	
—	—	—	—	**5:45**	**5:49**	**5:57**	**6:12**	
5:11	**5:21**	**5:29**	**5:44**	—	**6:04**	**6:12**	**6:27**	
—	—	—	—	**6:15**	**6:19**	**6:27**	**6:42**	
5:41	**5:51**	**5:59**	**6:14**	—	**6:34**	**6:42**	**6:57**	
—	—	—	—	**6:45**	**6:49**	**6:56**	**7:10**	
6:14	**6:23**	**6:31**	**6:45**	—	**7:05**	**7:12**	**7:26**	
6:47	**6:56**	**7:04**	**7:18**	—	**7:37**	**7:44**	**7:57**	
7:21	**7:29**	**7:36**	**7:49**	—	**8:07**	**8:14**	**8:27**	
7:56	**8:04**	**8:11**	**8:23**	—	**8:40**	**8:47**	**8:59**	
8:31	**8:39**	**8:46**	**8:58**	—	**9:15**	**9:22**	**9:34**	
8:59	**9:07**	**9:14**	**9:26**	—	**9:43**	**9:50**	**10:02**	
9:29	**9:37**	**9:44**	**9:55**	—	**10:12**	**10:19**	**10:30**	
9:59	**10:07**	**10:14**	**10:25**	—	**10:42**	**10:49**	**11:00**	
10:29	**10:37**	**10:44**	**10:55**	—	**11:11**	**11:17**	**11:28**	
11:34	**11:42**	**11:48**	**11:59**	—	12:14a	12:20a	12:32a	**D**

Alternate Saturday service to Downtown available on the Sycuan Green Line.
Servicio de sábado alterno al centro en la Sycuan Green Line.

D =Trip continues in service ending at Broadway & 3rd Av at 12:41am. / *El viaje continúa en servicio y termina en Broadway y 3rd Av a las 12:41am.*

Route 30 – Monday through Friday / *lunes a viernes*

Downtown ➡ Old Town ➡ Pacific Beach ➡ La Jolla ➡ UTC

Ⓐ 9th Ave. & C St. **DEPART**	Ⓒ 1st Ave. & Ash St.	Ⓓ Old Town Transit Center **ARRIVE**	Ⓓ Old Town Transit Center **DEPART**	Ⓔ Grand Ave. & Ingraham St.	Ⓕ Mission Bl. & Felspar St.	Ⓗ Silverado St. & Herschel Ave.	Ⓘ N. Torrey Pines & La Jolla Shores	Ⓙ VA Medical Center	Ⓚ UTC Transit Ctr. **ARRIVE**
5:11a	5:20a	5:28a	5:30a	5:44a	5:49a	6:07a	6:18a	6:25a	6:32a
5:40	5:50	5:58	6:00	6:14	6:19	6:37	6:48	6:56	7:03
5:55	6:05	6:13	6:15	6:30	6:35	6:53	7:05	7:13	7:20
6:10	6:20	6:28	6:30	6:45	6:50	7:09	7:21	7:29	7:37
6:24	6:34	6:43	6:45	7:01	7:06	7:25	7:37	7:46	7:54
6:38	6:48	6:57	6:59	7:16	7:22	7:42	7:55	8:04	8:12
6:52	7:03	7:12	7:14	7:32	7:38	8:00	8:13	8:22	8:30
7:07	7:18	7:27	7:29	7:47	7:53	8:15	8:28	8:37	8:45
7:23	7:34	7:43	7:45	8:03	8:09	8:31	8:44	8:53	9:01
7:38	7:49	7:58	8:00	8:18	8:24	8:46	8:59	9:08	9:16
7:53	8:04	8:13	8:15	8:33	8:39	9:01	9:14	9:23	9:31
8:08	8:19	8:28	8:30	8:47	8:53	9:14	9:27	9:36	9:44
8:23	8:34	8:43	8:45	9:02	9:08	9:29	9:42	9:51	9:59
8:38	8:49	8:58	9:00	9:16	9:22	9:42	9:55	10:04	10:12
8:53	9:04	9:13	9:15	9:31	9:37	9:57	10:10	10:19	10:27
9:08	9:19	9:28	9:30	9:45	9:51	10:10	10:23	10:32	10:41
9:23	9:34	9:43	9:45	10:00	10:06	10:25	10:38	10:47	10:56
9:38	9:49	9:58	10:00	10:15	10:21	10:40	10:53	11:02	11:11
9:53	10:04	10:13	10:15	10:30	10:36	10:55	11:08	11:17	11:26
10:08	10:19	10:28	10:30	10:45	10:51	11:10	11:23	11:32	11:41
10:23	10:34	10:43	10:45	11:00	11:06	11:25	11:38	11:47	11:56
10:38	10:49	10:58	11:00	11:15	11:21	11:40	11:53	**12:02p**	**12:11p**
10:53	11:04	11:13	11:15	11:30	11:36	11:55	**12:08p**	**12:17**	**12:26**
11:08	11:19	11:28	11:30	11:45	11:51	**12:10p**	**12:23**	**12:32**	**12:41**
11:23	11:34	11:43	11:45	**12:00p**	**12:06p**	**12:25**	**12:38**	**12:47**	**12:56**
11:38	11:49	11:58	**12:00p**	**12:15**	**12:21**	**12:40**	**12:53**	**1:02**	**1:11**
11:53	**12:04p**	**12:13p**	**12:15**	**12:30**	**12:36**	**12:55**	**1:08**	**1:17**	**1:26**
12:07p	**12:18**	**12:27**	**12:29**	**12:44**	**12:50**	**1:09**	**1:22**	**1:31**	**1:40**
12:22	**12:33**	**12:42**	**12:44**	**12:59**	**1:05**	**1:24**	**1:37**	**1:46**	**1:55**
12:37	**12:49**	**12:58**	**1:00**	**1:15**	**1:21**	**1:40**	**1:54**	**2:04**	**2:14**
12:52	**1:04**	**1:13**	**1:15**	**1:30**	**1:36**	**1:55**	**2:09**	**2:19**	**2:29**
1:07	**1:19**	**1:28**	**1:30**	**1:45**	**1:51**	**2:10**	**2:24**	**2:34**	**2:44**
1:22	**1:34**	**1:43**	**1:45**	**2:00**	**2:06**	**2:25**	**2:39**	**2:49**	**2:59**
1:37	**1:49**	**1:59**	**2:01**	**2:17**	**2:23**	**2:42**	**2:56**	**3:07**	**3:17**
1:55	**2:07**	**2:17**	**2:19**	**2:35**	**2:41**	**3:00**	**3:14**	**3:25**	**3:35**
2:10	**2:22**	**2:32**	**2:34**	**2:50**	**2:56**	**3:15**	**3:29**	**3:40**	**3:50**
2:25	**2:37**	**2:47**	**2:49**	**3:05**	**3:11**	**3:30**	**3:45**	**3:56**	**4:06**
2:40	**2:52**	**3:02**	**3:04**	**3:20**	**3:26**	**3:45**	**4:00**	**4:11**	**4:21**
2:55	**3:07**	**3:17**	**3:19**	**3:35**	**3:41**	**4:00**	**4:15**	**4:26**	**4:36**
3:09	**3:21**	**3:31**	**3:33**	**3:49**	**3:55**	**4:14**	**4:29**	**4:40**	**4:50**
3:24	**3:36**	**3:46**	**3:48**	**4:04**	**4:10**	**4:29**	**4:44**	**4:55**	**5:05**	
3:39	**3:51**	**4:01**	**4:03**	**4:19**	**4:25**	**4:44**	**4:59**	**5:10**	**5:20**	
3:54	**4:06**	**4:16**	**4:18**	**4:34**	**4:40**	**4:59**	**5:14**	**5:25**	**5:35**	
4:08	**4:20**	**4:30**	**4:32**	**4:48**	**4:54**	**5:13**	**5:28**	**5:39**	**5:49**	
4:23	**4:35**	**4:45**	**4:47**	**5:03**	**5:09**	**5:27**	**5:41**	**5:51**	**6:01**	
4:38	**4:50**	**5:00**	**5:02**	**5:18**	**5:24**	**5:42**	**5:56**	**6:06**	**6:16**	
4:53	**5:05**	**5:15**	**5:17**	**5:33**	**5:39**	**5:57**	**6:11**	**6:21**	**6:31**	
5:10	**5:22**	**5:32**	**5:34**	**5:50**	**5:56**	**6:14**	**6:28**	**6:38**	**6:48**	
5:28	**5:40**	**5:50**	**5:52**	**6:08**	**6:14**	**6:32**	**6:46**	**6:56**	**7:06**	
5:45	**5:56**	**6:05**	**6:07**	**6:23**	**6:28**	**6:46**	**7:00**	**7:09**	**7:18**	
6:01	**6:12**	**6:21**	**6:23**	**6:38**	**6:43**	**7:01**	**7:14**	**7:22**	**7:31**	
6:16	**6:27**	**6:36**	**6:38**	**6:53**	**6:58**	**7:16**	**7:29**	**7:37**	**7:46**	
6:31	**6:42**	**6:51**	**6:53**	**7:08**	**7:13**	**7:31**	**7:44**	**7:52**	**8:01**	
6:44	**6:55**	**7:04**	**7:06**	**7:21**	**7:26**	**7:44**	**7:57**	**8:05**	**8:14**	
6:59	**7:10**	**7:19**	**7:21**	**7:36**	**7:41**	**7:59**	**8:12**	**8:20**	**8:29**	
			7:32	**7:46**	**7:50**	—	—	—	—	
			7:45	**7:59**	**8:03**	**8:20**	**8:33**	**8:41**	**8:49**	
			8:00	**8:14**	**8:18**	—	—	—	—	
			8:15	**8:29**	**8:33**	**8:50**	**9:03**	**9:10**	**9:17**	
			8:30	**8:44**	**8:48**	—	—	—	—	
			8:45	**8:59**	**9:03**	**9:19**	**9:31**	**9:38**	**9:45**	
			9:15	**9:29**	**9:33**	**9:49**	**10:01**	**10:08**	**10:15**	
			9:45	**9:59**	**10:03**	**10:19**	**10:30**	**10:37**	**10:44**	
			10:15	**10:29**	**10:33**	**10:49**	**11:00**	**11:07**	**11:14**	
			10:45	**10:59**	**11:03**	**11:19**	**11:30**	**11:37**	**11:44**	
			11:15	**11:29**	**11:33**	**11:49**	12:00a	12:07a	12:14a	
			11:45	**11:59**	12:03a	12:19a	12:30	12:37	12:44	
			12:15a	12:29a	12:33	—	—	—	—	

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UTC ➡ La Jolla ➡ Pacific Beach ➡ Old Town ➡ Downtown

Ⓚ UTC Transit Ctr. **DEPART**	Ⓙ VA Medical Center	Ⓘ N. Torrey Pines & La Jolla Shores	Ⓗ Silverado St. & Herschel Ave.	Ⓕ Mission Bl. & Felspar St.	Ⓔ Grand Ave. & Ingraham St.	Ⓓ Old Town Transit Center **ARRIVE**	Ⓓ Old Town Transit Center **DEPART**	Ⓑ Broadway & 3rd Ave.	Ⓐ 9th Ave. & C St. **ARRIVE**
—	—	—	4:43a	4:57a	5:02a	5:14a	5:16a	5:26a	5:30a
—	—	—	—	5:27	5:32	5:44	5:46	5:56	6:00
—	—	—	5:42	5:57	6:02	6:15	6:17	6:27	6:31
5:45a	5:53a	6:00a	6:12	6:27	6:32	6:45	6:47	6:57	7:01
—	—	—	—	6:42	6:47	7:01	7:03	7:13	7:17
6:12	6:20	6:28	6:41	6:57	7:02	7:16	7:18	7:28	7:32
6:27	6:35	6:43	6:56	7:13	7:18	7:32	7:34	7:45	7:49
6:40	6:49	6:57	7:11	7:28	7:33	7:47	7:49	8:01	8:05
6:53	7:03	7:11	7:25	7:42	7:48	8:02	8:04	8:16	8:20
7:08	7:18	7:26	7:40	7:57	8:03	8:17	8:19	8:31	8:35
7:24	7:35	7:44	7:58	8:15	8:21	8:35	8:37	8:49	8:53
7:42	7:53	8:02	8:16	8:33	8:39	8:53	8:55	9:07	9:11
7:59	8:10	8:19	8:33	8:50	8:56	9:10	9:12	9:24	9:28
8:14	8:25	8:34	8:48	9:05	9:11	9:25	9:27	9:39	9:43
8:29	8:40	8:49	9:03	9:20	9:26	9:40	9:42	9:54	9:58
8:44	8:55	9:04	9:18	9:35	9:41	9:55	9:57	10:09	10:13
8:59	9:10	9:19	9:33	9:50	9:56	10:10	10:12	10:24	10:28
9:14	9:25	9:34	9:48	10:05	10:11	10:25	10:27	10:39	10:43
9:29	9:40	9:49	10:03	10:20	10:26	10:40	10:42	10:54	10:58
9:44	9:55	10:04	10:18	10:35	10:41	10:55	10:57	11:09	11:13
9:59	10:10	10:19	10:33	10:50	10:56	11:10	11:12	11:24	11:28
10:14	10:25	10:34	10:48	11:05	11:11	11:25	11:27	11:39	11:43
10:28	10:39	10:48	11:02	11:19	11:25	11:39	11:41	11:53	11:57
10:43	10:54	11:03	11:17	11:34	11:40	11:54	11:56	**12:08p**	**12:12p**
10:58	11:09	11:18	11:32	11:49	11:55	**12:09p**	**12:11p**	**12:23**	**12:27**
11:13	11:24	11:33	11:47	**12:04p**	**12:10p**	**12:24**	**12:26**	**12:38**	**12:42**
11:28	11:39	11:48	**12:02p**	**12:19**	**12:25**	**12:39**	**12:41**	**12:53**	**12:57**
11:43	11:54	**12:03p**	**12:17**	**12:34**	**12:40**	**12:54**	**12:56**	**1:08**	**1:12**
11:58	**12:09p**	**12:18**	**12:32**	**12:49**	**12:55**	**1:09**	**1:11**	**1:23**	**1:27**
12:12p	**12:23**	**12:32**	**12:46**	**1:04**	**1:10**	**1:24**	**1:26**	**1:39**	**1:43**
12:27	**12:38**	**12:47**	**1:01**	**1:19**	**1:25**	**1:39**	**1:41**	**1:54**	**1:58**
12:42	**12:53**	**1:02**	**1:16**	**1:34**	**1:40**	**1:54**	**1:56**	**2:09**	**2:13**
12:57	**1:08**	**1:17**	**1:31**	**1:49**	**1:55**	**2:09**	**2:11**	**2:24**	**2:28**
1:12	**1:23**	**1:32**	**1:46**	**2:04**	**2:10**	**2:24**	**2:26**	**2:39**	**2:43**
1:26	**1:37**	**1:46**	**2:00**	**2:18**	**2:24**	**2:38**	**2:40**	**2:53**	**2:57**
1:39	**1:50**	**1:59**	**2:13**	**2:31**	**2:37**	**2:51**	**2:53**	**3:06**	**3:10**
1:52	**2:03**	**2:12**	**2:26**	**2:44**	**2:50**	**3:05**	**3:07**	**3:21**	**3:25**
2:05	**2:16**	**2:25**	**2:40**	**2:59**	**3:06**	**3:21**	**3:23**	**3:37**	**3:41**
2:18	**2:29**	**2:38**	**2:53**	**3:12**	**3:19**	**3:34**	**3:36**	**3:50**	**3:54**
2:31	**2:42**	**2:51**	**3:06**	**3:25**	**3:32**	**3:47**	**3:49**	**4:05**	**4:10**
2:46	**2:57**	**3:06**	**3:21**	**3:40**	**3:47**	**4:02**	**4:04**	**4:20**	**4:25**
3:01	**3:12**	**3:21**	**3:36**	**3:55**	**4:02**	**4:17**	**4:19**	**4:35**	**4:40**
3:18	**3:29**	**3:38**	**3:53**	**4:12**	**4:19**	**4:34**	**4:36**	**4:52**	**4:57**
3:34	**3:45**	**3:54**	**4:09**	**4:28**	**4:35**	**4:51**	**4:53**	**5:10**	**5:15**
3:49	**4:00**	**4:09**	**4:25**	**4:45**	**4:52**	**5:09**	**5:11**	**5:28**	**5:33**
4:05	**4:16**	**4:25**	**4:41**	**5:01**	**5:08**	**5:25**	**5:27**	**5:44**	**5:49**
4:20	**4:31**	**4:40**	**4:56**	**5:16**	**5:23**	**5:40**	**5:42**	**5:59**	**6:04**
4:35	**4:46**	**4:55**	**5:11**	**5:31**	**5:38**	**5:55**	**5:57**	**6:14**	**6:19**
4:50	**5:01**	**5:10**	**5:26**	**5:46**	**5:53**	**6:10**	**6:12**	**6:29**	**6:34**
5:05	**5:16**	**5:25**	**5:41**	**6:01**	**6:08**	**6:25**	**6:27**	**6:44**	**6:49**
5:20	**5:31**	**5:40**	**5:56**	**6:16**	**6:23**	**6:40**	**6:42**	**6:59**	**7:04**
5:35	**5:46**	**5:55**	**6:10**	**6:30**	**6:37**	**6:53**	**6:55**	**7:11**	**7:16**
6:03	**6:13**	**6:22**	**6:36**	**6:55**	**7:02**	**7:17**	—	—	—
5:48	**5:59**	**6:08**	**6:23**	**6:42**	**6:49**	**7:05**	**7:07**	**7:22**	**7:27**
6:19	**6:29**	**6:38**	**6:52**	**7:11**	**7:18**	**7:32**			
6:34	**6:43**	**6:52**	**7:06**	**7:25**	**7:32**	**7:46**			
6:50	**6:59**	**7:08**	**7:22**	**7:41**	**7:48**	**8:01**			
7:08	**7:17**	**7:25**	**7:38**	**7:56**	**8:03**	**8:16**			
7:23	**7:32**	**7:40**	**7:53**	**8:11**	**8:18**	**8:31**			
7:56	**8:05**	**8:13**	**8:26**	**8:43**	**8:49**	**9:01**			
8:26	**8:35**	**8:43**	**8:56**	**9:13**	**9:19**	**9:31**			
9:00	**9:08**	**9:16**	**9:28**	**9:44**	**9:50**	**10:02**			
9:30	**9:38**	**9:46**	**9:58**	**10:13**	**10:19**	**10:30**			
10:00	**10:08**	**10:16**	**10:28**	**10:43**	**10:49**	**11:00**			
10:32	**10:40**	**10:47**	**10:59**	**11:14**	**11:19**	**11:30**			
11:04	**11:12**	**11:19**	**11:31**	**11:45**	**11:50**	12:00a			
11:34	**11:42**	**11:49**	12:01a	12:15a	12:20a	12:30	12:32a	12:41a	—

Trips begin in Old Town. Alternate service from Downtown available on the Sycuan Green Line.

Viajes comienzan en Old Town. Servicio alterno del centro en la Sycuan Green Line.

Route 30 – Sunday / *domingo*

Downtown ➡ Old Town ➡ Pacific Beach ➡ La Jolla ➡ UTC

City College Transit Center (11th Ave.)	Ⓓ Old Town Transit Center **DEPART**	Ⓔ Grand Ave. & Ingraham St.	Ⓕ Mission Bl. & Felspar St.	Ⓖ Mission Bl. & Sapphire St.	Ⓗ Silverado St. & Herschel Ave.	Ⓘ N. Torrey Pines & LJ Shores	Ⓙ VA Medical Center	Ⓚ UTC Transit Ctr. **ARRIVE**
▲ 5:46a	6:00a	6:14a	6:18a	—	6:36a	6:47a	6:54a	7:01a
▲ 6:16	6:30	6:44	6:48	—	7:06	7:17	7:24	7:31
▲ 6:46	7:00	7:14	7:18	—	7:36	7:47	7:54	8:01
▲ 7:14	7:28	7:42	7:47	—	8:06	8:18	8:25	8:32
▲ 7:44	7:58	8:12	8:17	—	8:36	8:48	8:55	9:02
	8:28	8:42	8:48	—	9:07	9:19	9:27	9:35
	8:59	9:13	9:20	—	9:39	9:52	10:00	10:08
	9:14	9:28	9:35	9:41a	—	—	—	—
	9:30	9:44	9:51	—	10:10	10:23	10:31	10:39
	9:45	9:59	10:06	10:12	—	—	—	—
	10:00	10:15	10:22	—	10:42	10:55	11:03	11:12
	10:15	10:30	10:37	10:43	—	—	—	—
	10:30	10:45	10:52	—	11:12	11:25	11:33	11:42
	10:45	11:00	11:07	11:13	—	—	—	—
	11:00	11:15	11:22	—	11:42	11:55	**12:03p**	**12:12p**
	11:15	11:30	11:37	11:43	—	—	—	—
	11:30	11:45	11:52	—	**12:12p**	**12:25p**	**12:33**	**12:42**
	11:45	**12:00p**	**12:07p**	**12:13p**	—	—	—	—
	12:00p	**12:15**	**12:22**	—	**12:42**	**12:55**	**1:03**	**1:12**
	12:15	**12:30**	**12:37**	**12:43**	—	—	—	—
	12:29	**12:44**	**12:51**	—	**1:11**	**1:24**	**1:32**	**1:41**
	12:43	**12:58**	**1:05**	**1:11**	—	—	—	—
	12:58	**1:13**	**1:20**	—	**1:40**	**1:54**	**2:02**	**2:12**
	1:13	**1:28**	**1:35**	**1:41**	—	—	—	—
	1:28	**1:43**	**1:50**	—	**2:10**	**2:24**	**2:32**	**2:42**
	1:43	**1:58**	**2:05**	**2:11**	—	—	—	—
	1:58	**2:13**	**2:20**	—	**2:40**	**2:54**	**3:02**	**3:12**
	2:13	**2:28**	**2:35**	**2:41**	—	—	—	—
	2:28	**2:43**	**2:50**	—	**3:10**	**3:24**	**3:32**	**3:42**
	2:43	**2:58**	**3:05**	**3:11**	—	—	—	—
	2:58	**3:13**	**3:20**	—	**3:40**	**3:54**	**4:02**	**4:12**
	3:13	**3:28**	**3:35**	**3:41**	—	—	—	—
	3:28	**3:43**	**3:50**	—	**4:10**	**4:24**	**4:32**	**4:42**
	3:43	**3:58**	**4:05**	**4:11**	—	—	—	—
	3:58	**4:13**	**4:20**	—	**4:40**	**4:54**	**5:02**	**5:12**
	4:13	**4:28**	**4:35**	**4:41**	—	—	—	—
	4:28	**4:43**	**4:50**	—	**5:10**	**5:24**	**5:32**	**5:42**
	4:43	**4:58**	**5:05**	**5:11**	—	—	—	—
	4:58	**5:13**	**5:20**	—	**5:40**	**5:54**	**6:02**	**6:12**
	5:13	**5:28**	**5:35**	**5:41**	—	—	—	—
	5:28	**5:43**	**5:50**	—	**6:10**	**6:24**	**6:32**	**6:42**
	5:43	**5:58**	**6:05**	**6:11**	—	—	—	—
	5:58	**6:13**	**6:20**	—	**6:39**	**6:53**	**7:01**	**7:10**
	6:28	**6:42**	**6:49**	—	**7:07**	**7:20**	**7:28**	**7:37**
	6:58	**7:12**	**7:19**	—	**7:37**	**7:50**	**7:58**	**8:07**
	7:28	**7:42**	**7:49**	—	**8:07**	**8:20**	**8:28**	**8:37**
	8:00	**8:14**	**8:20**	—	**8:37**	**8:49**	**8:57**	**9:05**
	8:30	**8:44**	**8:49**	—	**9:06**	**9:18**	**9:25**	**9:32**
	9:00	**9:14**	**9:19**	—	**9:35**	**9:46**	**9:53**	**10:00**
	9:30	**9:44**	**9:49**	—	**10:05**	**10:16**	**10:23**	**10:30**
	10:00	**10:14**	**10:19**	—	**10:35**	**10:46**	**10:53**	**11:00**
	11:00	**11:14**	**11:19**	—	**11:35**	**11:46**	**11:53**	12:00a

Alternate Sunday service from Downtown available on the Sycuan Green Line.
Servicio de domingo alterno del centro en la Sycuan Green Line.

UTC ➡ La Jolla ➡ Pacific Beach ➡ Old Town

Ⓚ UTC Transit Center **DEPART**	Ⓙ VA Medical Center	Ⓘ N. Torrey Pines & LJ Shores	Ⓗ Silverado St. & Herschel Ave.	Ⓖ Mission Bl. & Sapphire St.	Ⓕ Mission Bl. & Felspar St.	Ⓔ Grand Ave. & Ingraham St.	Ⓓ Old Town Transit Center **ARRIVE**	Ⓑ Ⓐ
6:15a	6:23a	6:29a	6:40a	—	6:56a	7:01a	7:14a	
7:15	7:23	7:29	7:40	—	7:56	8:01	8:14	
7:43	7:52	7:58	8:10	—	8:26	8:31	8:44	
8:12	8:21	8:27	8:39	—	8:56	9:02	9:16	
8:42	8:51	8:58	9:10	—	9:28	9:34	9:48	
9:09	9:19	9:26	9:39	—	9:57	10:03	10:17	
—	—	—	—	10:06a	10:10	10:16	10:30	
9:34	9:44	9:52	10:06	—	10:24	10:31	10:45	
—	—	—	—	10:33	10:37	10:44	10:58	
10:00	10:10	10:18	10:32	—	10:50	10:57	11:11	
—	—	—	—	11:00	11:04	11:11	11:25	
10:29	10:39	10:47	11:01	—	11:19	11:27	11:41	
—	—	—	—	11:30	11:34	11:42	11:56	
10:57	11:07	11:15	11:29	—	11:49	11:57	**12:11p**	
—	—	—	—	—	**12:04p**	**12:12p**	**12:26**	
11:27	11:37	11:45	11:59	—	**12:19**	**12:27**	**12:41**	
—	—	—	—	**12:30p**	**12:34**	**12:42**	**12:56**	
11:57	**12:07p**	**12:15p**	**12:29p**	—	**12:49**	**12:57**	**1:11**	
—	—	—	—	**1:00**	**1:04**	**1:12**	**1:26**	
12:27p	**12:37**	**12:45**	**12:59**	—	**1:19**	**1:27**	**1:41**	
—	—	—	—	**1:30**	**1:34**	**1:42**	**1:56**	
12:57	**1:07**	**1:15**	**1:29**	—	**1:49**	**1:57**	**2:11**	
—	—	—	—	**2:00**	**2:04**	**2:12**	**2:26**	
1:27	**1:37**	**1:45**	**1:59**	—	**2:19**	**2:27**	**2:41**	
—	—	—	—	**2:30**	**2:34**	**2:42**	**2:56**	
1:57	**2:07**	**2:15**	**2:29**	—	**2:49**	**2:57**	**3:11**	
—	—	—	—	**3:00**	**3:04**	**3:12**	**3:26**	
2:27	**2:37**	**2:45**	**2:59**	—	**3:19**	**3:27**	**3:42**	
—	—	—	—	**3:30**	**3:34**	**3:42**	**3:57**	
2:56	**3:06**	**3:14**	**3:29**	—	**3:49**	**3:57**	**4:12**	
—	—	—	—	**4:00**	**4:04**	**4:12**	**4:27**	
3:26	**3:36**	**3:44**	**3:59**	—	**4:19**	**4:27**	**4:42**	
—	—	—	—	**4:30**	**4:34**	**4:42**	**4:57**	
3:56	**4:06**	**4:14**	**4:29**	—	**4:49**	**4:57**	**5:12**	
—	—	—	—	**5:00**	**5:04**	**5:12**	**5:27**	
4:26	**4:36**	**4:44**	**4:59**	—	**5:19**	**5:27**	**5:42**	
—	—	—	—	**5:30**	**5:34**	**5:42**	**5:57**	
4:56	**5:06**	**5:14**	**5:29**	—	**5:49**	**5:57**	**6:12**	
—	—	—	—	**6:00**	**6:04**	**6:12**	**6:27**	
5:26	**5:36**	**5:44**	**5:59**	—	**6:19**	**6:27**	**6:42**	
5:56	**6:06**	**6:14**	**6:29**	—	**6:49**	**6:56**	**7:10**	
6:31	**6:40**	**6:48**	**7:02**	—	**7:21**	**7:28**	**7:41**	
7:06	**7:14**	**7:21**	**7:34**	—	**7:52**	**7:59**	**8:12**	
7:39	**7:47**	**7:54**	**8:06**	—	**8:23**	**8:30**	**8:42**	
8:11	**8:19**	**8:26**	**8:38**	—	**8:55**	**9:02**	**9:14**	
8:44	**8:52**	**8:59**	**9:11**	—	**9:28**	**9:35**	**9:47**	
9:14	**9:22**	**9:29**	**9:41**	—	**9:58**	**10:05**	**10:17**	
9:44	**9:52**	**9:59**	**10:10**	—	**10:27**	**10:34**	**10:45**	

Alternate Sunday service to Downtown available on the Sycuan Green Line.
Servicio de domingo alterno al centro en la Sycuan Green Line.

▲ = Trip departs City College Transit Center on 11th Av. and operates non-stop to Old Town via MCRD. / *Viaje sale del City College Transit Center en avenida 11 y opera sin paradas a Old Town via MCRD.*

ONE-WAY FARES / Tarifas Sencillas

Exact fare, please / Favor de pagar la cantidad exacta	
Adult / Adulto	**$2.50**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$1.25**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$2.50**

DAY PASS (Regional) / Pase diario (Regional)

Adult / Adulto	**$6.00**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$3.00**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$3.00**

MONTHLY PASSES / Pases mensual

Adult / Adulto	**$72.00**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$23.00**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$23.00**

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959.
*Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959.

COMPASS CARDS / Tarjeta Compass
There is a $2 charge for Compass Cards, which can be reloaded for future use.
Hay un costo de $2 por la tarjeta Compass Card, la cual puede ser recargada para usos futuros.

COMPASS CLOUD
Download the free Compass Cloud app on your Apple or Android phone.
Descargue la aplicación gratis Compass Cloud en su teléfono Apple o Android.

Visit sdmts.com/fares for more info. Visite sdmts.com/fares para más información.

DIRECTORY / *Directorio*

MTS Information & Trip Planning *MTS Información y planeo de viaje*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
MTS Security *MTS Seguridad*	**(619) 595-4960**
Lost & Found *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com**.
*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a **sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective JANUARY 26, 2020

31
UTC – Mira Mesa
via Miramar Rd.

921
UTC – Mira Mesa
via Mira Mesa Bl.

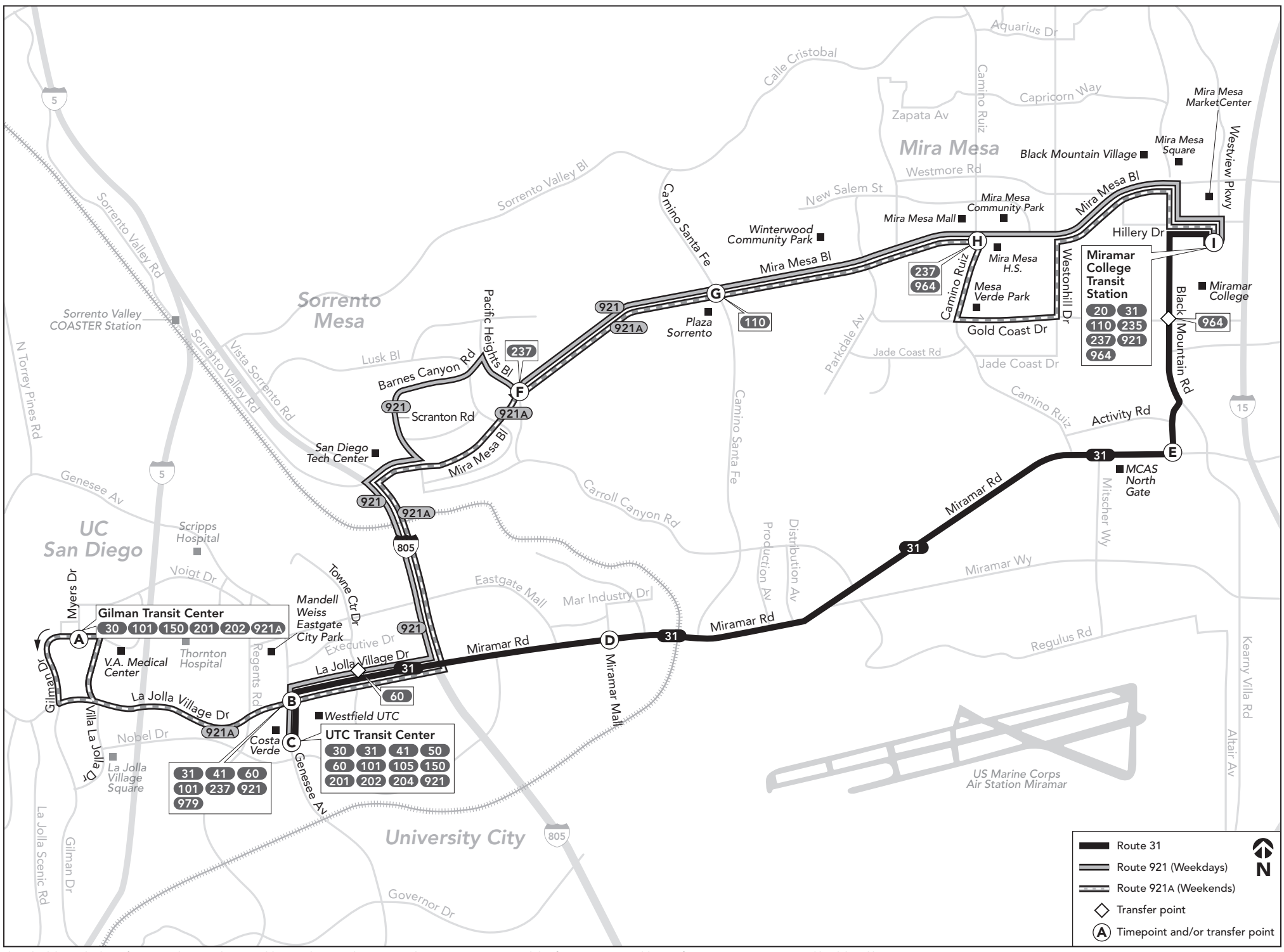
DESTINATIONS
- MCAS Miramar - North Gate
- Miramar College
- Miramar College Transit Station
- Mira Mesa Marketcenter
- Westfield UTC

ROUTE 921
- Miramar College
- Miramar College Transit Station
- Mira Mesa High School
- Mira Mesa Mall
- Mira Mesa Marketcenter
- Sorrento Mesa
- VA Medical Center (921A)
- Westfield UTC
- UC San Diego (921A)

01/20

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Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Route 31 – Monday through Friday / *lunes a viernes*

University City ➡ Miramar ➡ Mira Mesa

Ⓒ UTC Transit Center **DEPART**	Ⓓ Miramar Rd. & Miramar Mall	Ⓔ Black Mountain Rd. & Miramar Rd.	Ⓘ Miramar College Transit Station **ARRIVE**
5:55a	6:01a	6:11a	6:18a
6:28	6:35	6:46	6:53
6:58	7:05	7:16	7:23
7:27	7:35	7:47	7:55
7:57	8:05	8:17	8:25
8:28	8:36	8:47	8:55
2:27p	**2:35p**	**2:46p**	**2:54p**
3:03	**3:10**	**3:23**	**3:31**
3:33	**3:40**	**3:53**	**4:01**
4:01	**4:09**	**4:23**	**4:32**
4:31	**4:39**	**4:53**	**5:02**
5:03	**5:11**	**5:25**	**5:34**
5:33	**5:41**	**5:55**	**6:04**
6:03	**6:10**	**6:23**	**6:31**
6:33	**6:40**	**6:51**	**6:58**

Mira Mesa ➡ Miramar ➡ University City

Ⓘ Miramar College Transit Station **DEPART**	Ⓔ Miramar Rd. & Black Mountain Rd.	Ⓓ Miramar Rd. & Miramar Mall	Ⓒ UTC Transit Center **ARRIVE**
5:39a	5:46a	5:59a	6:07a
6:09	6:16	6:29	6:37
6:39	6:47	7:00	7:09
7:07	7:16	7:29	7:39
7:38	7:47	8:00	8:10
8:08	8:17	8:30	8:40
8:38	8:47	9:00	9:10
9:09	9:17	9:29	9:38
2:43p	**2:50p**	**3:02p**	**3:12p**
3:11	**3:18**	**3:30**	**3:40**
3:41	**3:48**	**4:00**	**4:10**
4:11	**4:18**	**4:30**	**4:40**
4:41	**4:48**	**5:01**	**5:12**
5:11	**5:18**	**5:31**	**5:42**
5:49	**5:56**	**6:07**	**6:16**

Route 31 does not operate on weekends or on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas
La ruta 31 no ofrece servicio durante el fin de semana o durante los siguientes días festivos y feriados observados

Route 921 – Monday through Friday / *lunes a viernes*

University City ➡ Sorrento Valley ➡ Mira Mesa

Ⓒ UTC Transit Center **DEPART**	Ⓕ Mira Mesa Bl. & Pacific Heights Bl.	Ⓖ Mira Mesa Bl. & Camino Santa Fe	Ⓗ Mira Mesa Bl. & Camino Ruiz	Ⓘ Miramar College Transit Station **ARRIVE**
6:17a	6:33a	6:38a	6:44a	6:53a
6:41	6:57	7:02	7:08	7:17
7:11	7:27	7:32	7:38	7:47
7:35	7:53	7:59	8:06	8:15
8:05	8:23	8:29	8:36	8:45
8:35	8:53	8:59	9:06	9:15
9:08	9:24	9:29	9:36	9:45
9:38	9:54	9:59	10:06	10:15
10:08	10:24	10:29	10:36	10:45
10:38	10:54	10:59	11:06	11:15
11:08	11:24	11:29	11:36	11:45
11:38	11:54	11:59	**12:06p**	**12:15p**
12:08p	**12:24p**	**12:29p**	**12:36**	**12:45**
12:38	**12:54**	**12:59**	**1:06**	**1:15**
1:06	**1:23**	**1:28**	**1:35**	**1:45**
1:36	**1:53**	**1:58**	**2:05**	**2:15**
2:11	**2:28**	**2:33**	**2:40**	**2:50**
2:41	**2:58**	**3:03**	**3:10**	**3:20**
3:11	**3:28**	**3:33**	**3:40**	**3:50**
3:39	**3:56**	**4:02**	**4:09**	**4:20**
4:06	**4:24**	**4:30**	**4:38**	**4:50**
4:36	**4:54**	**5:00**	**5:08**	**5:20**
5:06	**5:24**	**5:30**	**5:38**	**5:50**
5:31	**5:49**	**5:55**	**6:03**	**6:15**
6:04	**6:21**	**6:26**	**6:34**	**6:45**
6:36	**6:53**	**6:58**	**7:05**	**7:15**
7:07	**7:24**	**7:29**	**7:36**	**7:46**

Mira Mesa ➡ Sorrento Valley ➡ University City

Ⓘ Miramar College Transit Station **DEPART**	Ⓗ Mira Mesa Bl. & Camino Ruiz	Ⓖ Mira Mesa Bl. & Camino Santa Fe	Ⓕ Pacific Heights Bl. & Mira Mesa Bl.	Ⓒ UTC Transit Center **ARRIVE**
5:35a	5:44a	5:50a	5:55a	6:12a
6:09	6:18	6:24	6:29	6:47
6:39	6:48	6:54	6:59	7:16
7:09	7:19	7:26	7:31	7:50
7:39	7:49	7:56	8:01	8:20
8:09	8:19	8:26	8:31	8:50
8:39	8:49	8:56	9:01	9:20
9:09	9:19	9:26	9:31	9:50
9:44	9:53	9:59	10:04	10:22
10:14	10:23	10:29	10:34	10:52
10:44	10:53	10:59	11:04	11:22
11:14	11:23	11:29	11:34	11:52
11:44	11:53	11:59	**12:04p**	**12:22p**
12:14p	**12:23p**	**12:29p**	**12:34**	**12:52**
12:44	**12:53**	**12:59**	**1:04**	**1:22**
1:14	**1:23**	**1:29**	**1:34**	**1:52**
1:44	**1:53**	**1:59**	**2:04**	**2:22**
2:14	**2:23**	**2:29**	**2:34**	**2:54**
2:39	**2:48**	**2:54**	**2:59**	**3:21**
3:06	**3:15**	**3:21**	**3:26**	**3:48**
3:36	**3:45**	**3:51**	**3:56**	**4:18**
4:07	**4:16**	**4:22**	**4:27**	**4:49**
4:37	**4:46**	**4:52**	**4:57**	**5:19**
5:07	**5:16**	**5:22**	**5:27**	**5:49**
5:37	**5:46**	**5:52**	**5:57**	**6:19**
6:07	**6:16**	**6:22**	**6:27**	**6:46**
6:35	**6:44**	**6:50**	**6:55**	**7:14**

Route 921A – Saturday and Sunday / *sábado y domingo*

University City ➡ Sorrento Valley ➡ Mira Mesa

	Ⓐ Gilman Transit Center (UCSD) **DEPART**	Ⓑ La Jolla Village Dr. & Genesee Av.	Ⓕ Mira Mesa Bl. & Pacific Heights Bl.	Ⓖ Mira Mesa Bl. & Camino Santa Fe	Ⓗ Camino Ruiz & Mira Mesa Bl.	Ⓘ Miramar College Transit Station **ARRIVE**
A	7:19a	7:29a	7:37a	7:40a	7:45a	7:57a
A	8:19	8:29	8:37	8:40	8:45	8:57
A	9:19	9:30	9:39	9:42	9:48	10:01
A	10:19	10:30	10:39	10:42	10:48	11:01
A	11:19	11:30	11:39	11:42	11:48	**12:01p**
A	**12:19p**	**12:30p**	**12:39p**	**12:42p**	**12:48p**	**1:01**
A	**1:19**	**1:30**	**1:39**	**1:42**	**1:48**	**2:01**
A	**2:19**	**2:30**	**2:39**	**2:42**	**2:48**	**3:01**
A	**3:19**	**3:30**	**3:39**	**3:42**	**3:48**	**4:01**
A	**4:19**	**4:30**	**4:39**	**4:42**	**4:48**	**5:01**
A	**5:18**	**5:29**	**5:38**	**5:41**	**5:47**	**6:00**
A	**6:18**	**6:29**	**6:38**	**6:41**	**6:47**	**7:00**
A	**7:22**	**7:32**	**7:40**	**7:43**	**7:48**	**8:00**

Mira Mesa ➡ Sorrento Valley ➡ University City

	Ⓘ Miramar College Transit Station **DEPART**	Ⓗ Mira Mesa Bl. & Camino Ruiz	Ⓖ Mira Mesa Bl. & Camino Santa Fe	Ⓕ Mira Mesa Bl. & Pacific Heights Bl.	Ⓑ La Jolla Village Dr. & Genesee Av.	Ⓐ Gilman Transit Center (UCSD) **ARRIVE**
A	7:27a	7:39a	7:44a	7:47a	7:55a	8:04a
A	8:27	8:39	8:44	8:47	8:55	9:04
A	9:28	9:42	9:47	9:50	9:59	10:09
A	10:28	10:42	10:47	10:50	10:59	11:09
A	11:28	11:42	11:47	11:50	11:59	**12:09p**
A	**12:28p**	**12:42p**	**12:47p**	**12:50p**	**12:59p**	**1:09**
A	**1:28**	**1:42**	**1:47**	**1:50**	**1:59**	**2:09**
A	**2:28**	**2:42**	**2:47**	**2:50**	**2:59**	**3:09**
A	**3:28**	**3:42**	**3:47**	**3:50**	**3:59**	**4:09**
A	**4:27**	**4:41**	**4:46**	**4:49**	**4:58**	**5:08**
A	**5:27**	**5:41**	**5:46**	**5:49**	**5:58**	**6:08**
A	**6:27**	**6:41**	**6:46**	**6:49**	**6:58**	**7:08**

A = Saturday/Sunday trips have an alternate routing in Mira Mesa & Sorrento Mesa. See map. / *Viajes de sábado/domingo tienen ruta alternativa en Mira Mesa y Sorrento Mesa. Vea el mapa.*

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

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Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$1.25**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$2.50**

DAY PASS (Regional) / Pase diario (Regional)

Adult / Adulto	**$6.00**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$3.00**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$3.00**

MONTHLY PASSES / Pases mensual

Adult / Adulto	**$72.00**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$23.00**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$23.00**

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959.
*Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959.

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Effective SEPTEMBER 1, 2019

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Fashion Valley – UCSD

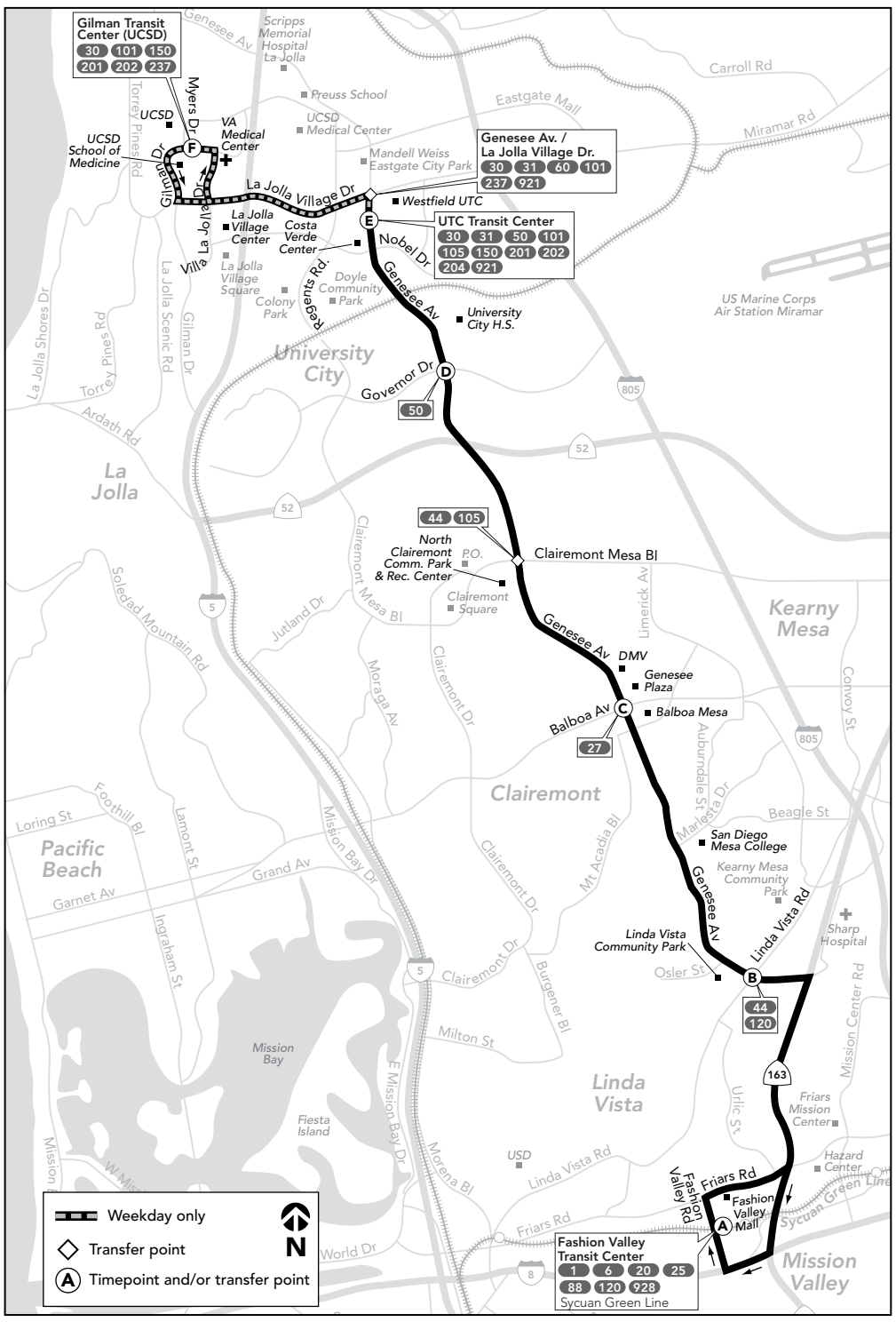
via Genesee Av.

DESTINATIONS
- Costa Verde Center
- Fashion Valley Mall
- Genesee Plaza
- Linda Vista Community Park
- Mesa College
- University City High School
- Westfield UTC

09/19

TROLLEY CONNECTIONS
- Fashion Valley

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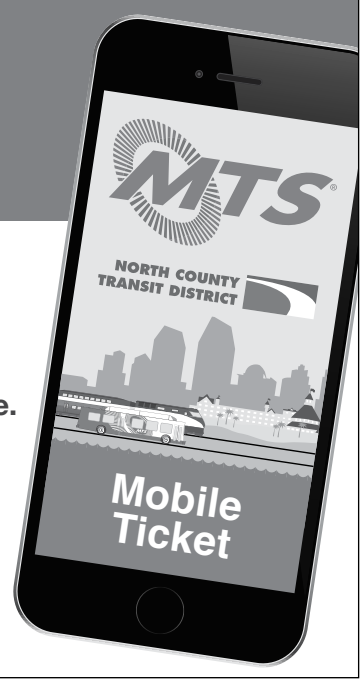
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Route 41 – Sunday / *domingo*

Fashion Valley ➡ Clairemont ➡ UTC

Ⓐ Fashion Valley Transit Center **DEPART**	Ⓑ Genesee Av. & Linda Vista Rd.	Ⓒ Genesee Av. & Balboa Av.	Ⓓ Genesee Av. & Governor Dr.	Ⓔ UTC Transit Center **ARRIVE**	Ⓕ
6:37a	6:45a	6:51a	7:00a	7:04a	Alternate service available on Routes 30, 201, and 202 / *Servicio alterno por las rutas 30, 201, y 202*
7:07	7:15	7:22	7:31	7:35	
7:37	7:45	7:52	8:01	8:05	
8:07	8:15	8:22	8:31	8:35	
8:37	8:46	8:54	9:04	9:08	
9:07	9:16	9:24	9:34	9:38	
9:37	9:46	9:54	10:04	10:08	
10:07	10:16	10:24	10:34	10:38	
10:37	10:46	10:54	11:04	11:08	
11:07	11:16	11:24	11:34	11:38	
11:37	11:47	11:55	**12:05p**	**12:10p**	
12:07p	**12:17p**	**12:25p**	**12:35**	**12:40**	
12:37	**12:47**	**12:55**	**1:05**	**1:10**	
1:07	**1:17**	**1:25**	**1:35**	**1:40**	
1:37	**1:47**	**1:55**	**2:05**	**2:10**	
2:07	**2:17**	**2:25**	**2:35**	**2:40**	
2:37	**2:47**	**2:55**	**3:05**	**3:10**	
3:07	**3:17**	**3:25**	**3:35**	**3:40**	
3:37	**3:47**	**3:55**	**4:05**	**4:10**	
4:07	**4:17**	**4:25**	**4:35**	**4:40**	
4:37	**4:47**	**4:55**	**5:05**	**5:10**	
5:07	**5:17**	**5:25**	**5:35**	**5:40**	
5:39	**5:49**	**5:56**	**6:06**	**6:10**	
6:09	**6:19**	**6:26**	**6:36**	**6:40**	
6:39	**6:49**	**6:56**	**7:06**	**7:10**	
7:09	**7:18**	**7:25**	**7:34**	**7:38**	
7:39	**7:48**	**7:55**	**8:04**	**8:08**	
8:09	**8:18**	**8:25**	**8:34**	**8:38**	
9:09	**9:17**	**9:24**	**9:32**	**9:36**	

UTC ➡ Clairemont ➡ Fashion Valley

Ⓕ	Ⓔ UTC Transit Center **DEPART**	Ⓓ Genesee Av. & Governor Dr.	Ⓒ Genesee Av. & Balboa Av.	Ⓑ Genesee Av. & Linda Vista Rd.	Ⓐ Fashion Valley Transit Center **ARRIVE**
Alternate service available on Routes 30, 201, and 202 / *Servicio alterno por las rutas 30, 201, y 202*	6:27a	6:32a	6:40a	6:47a	6:53a
	6:57	7:02	7:10	7:17	7:23
	7:27	7:32	7:40	7:47	7:53
	7:56	8:01	8:10	8:17	8:23
	8:24	8:29	8:39	8:46	8:53
	8:52	8:58	9:09	9:16	9:23
	9:22	9:28	9:39	9:46	9:53
	9:52	9:58	10:09	10:16	10:23
	10:23	10:29	10:40	10:47	10:54
	10:53	10:59	11:10	11:17	11:24
	11:22	11:28	11:40	11:47	11:55
	11:52	11:58	**12:10p**	**12:17p**	**12:25p**
	12:22p	**12:28p**	**12:40**	**12:47**	**12:55**
	12:52	**12:58**	**1:10**	**1:17**	**1:25**
	1:22	**1:28**	**1:40**	**1:47**	**1:55**
	1:52	**1:58**	**2:10**	**2:17**	**2:25**
	2:22	**2:28**	**2:40**	**2:47**	**2:55**
	2:52	**2:58**	**3:10**	**3:17**	**3:25**
	3:22	**3:28**	**3:40**	**3:47**	**3:55**
	3:52	**3:58**	**4:10**	**4:17**	**4:25**
	4:22	**4:28**	**4:40**	**4:47**	**4:55**
	4:52	**4:58**	**5:10**	**5:17**	**5:25**
	5:23	**5:29**	**5:40**	**5:47**	**5:55**
	5:53	**5:59**	**6:10**	**6:17**	**6:25**
	6:21	**6:27**	**6:38**	**6:45**	**6:53**
	6:51	**6:57**	**7:08**	**7:15**	**7:23**
	7:23	**7:28**	**7:39**	**7:45**	**7:53**
	7:55	**8:00**	**8:10**	**8:16**	**8:23**
	8:27	**8:32**	**8:41**	**8:47**	**8:53**
	9:27	**9:32**	**9:41**	**9:47**	**9:53**

Route 41 – Monday through Friday / *lunes a viernes*

Fashion Valley ➡ Clairemont ➡ UCSD

Ⓐ Fashion Valley Transit Center **DEPART**	Ⓑ Genesee Av. & Linda Vista Rd.	Ⓒ Genesee Av. & Balboa Av.	Ⓓ Genesee Av. & Governor Dr.	Ⓔ UTC Transit Center	Ⓕ Gilman Transit Center (UCSD) **ARRIVE**
5:21a	5:29a	5:36a	5:44a	5:48a	5:58a
5:36	5:44	5:51	5:59	6:03	6:13
5:51	5:59	6:06	6:14	6:18	6:28
6:06	6:14	6:21	6:32	6:37	6:47
6:21	6:29	6:37	6:49	6:54	7:05
—	—	**T** 6:47	7:00	7:06	7:17
6:36	6:45	6:53	7:06	7:12	7:23
—	—	**T** 7:02	7:15	7:21	7:32
6:51	7:00	7:08	7:21	7:27	7:38
—	—	**T** 7:17	7:30	7:36	7:47
7:06	7:15	7:23	7:36	7:42	7:53
—	—	**T** 7:34	7:47	7:53	8:05
7:21	7:31	7:40	7:53	7:59	8:11
—	—	**T** 7:49	8:02	8:08	8:20
7:36	7:46	7:55	8:08	8:14	8:26
—	—	**T** 8:04	8:17	8:23	8:35
7:51	8:01	8:10	8:23	8:29	8:41
—	—	**T** 8:19	8:32	8:38	8:50
8:06	8:16	8:25	8:38	8:44	8:56
—	—	**T** 8:34	8:47	8:53	9:05
8:21	8:31	8:40	8:53	8:59	9:11
—	—	**T** 8:48	9:00	9:06	9:18
8:36	8:45	8:54	9:06	9:12	9:24
—	—	**T** 9:03	9:15	9:21	9:33
8:51	9:00	9:09	9:21	9:27	9:39
—	—	**T** 9:17	9:28	9:33	9:44
9:06	9:15	9:23	9:34	9:39	9:50
—	—	**T** 9:32	9:43	9:48	9:59
9:21	9:30	9:38	9:49	9:54	10:05
9:36	9:45	9:53	10:04	10:09	10:20
9:51	10:00	10:08	10:19	10:24	10:35
10:06	10:15	10:23	10:34	10:39	10:50
10:21	10:30	10:38	10:49	10:54	11:05
10:36	10:45	10:53	11:04	11:09	11:20
10:51	11:00	11:08	11:19	11:24	11:35
11:06	11:15	11:23	11:34	11:39	11:50
11:21	11:30	11:38	11:49	11:54	**12:05p**
11:36	11:45	11:53	**12:04p**	**12:09p**	**12:20**
11:51	**12:00p**	**12:08p**	**12:19**	**12:24**	**12:35**
12:06p	**12:15**	**12:23**	**12:34**	**12:39**	**12:50**
12:21	**12:30**	**12:38**	**12:49**	**12:54**	**1:05**
12:36	**12:46**	**12:55**	**1:06**	**1:11**	**1:22**
12:51	**1:01**	**1:10**	**1:21**	**1:26**	**1:37**
1:06	**1:16**	**1:25**	**1:36**	**1:41**	**1:52**
1:21	**1:31**	**1:40**	**1:51**	**1:56**	**2:07**
1:36	**1:46**	**1:55**	**2:06**	**2:11**	**2:22**
1:51	**2:01**	**2:10**	**2:21**	**2:26**	**2:37**
2:08	**2:18**	**2:27**	**2:38**	**2:43**	**2:54**
2:23	**2:33**	**2:42**	**2:53**	**2:58**	**3:09**
2:38	**2:48**	**2:57**	**3:08**	**3:13**	**3:24**
2:53	**3:03**	**3:12**	**3:23**	**3:28**	**3:39**
3:06	**3:16**	**3:25**	**3:36**	**3:41**	**3:52**
3:21	**3:31**	**3:40**	**3:51**	**3:56**	**4:07**
3:36	**3:47**	**3:56**	**4:08**	**4:13**	**4:24**
3:51	**4:02**	**4:11**	**4:23**	**4:28**	**4:39**
4:06	**4:17**	**4:26**	**4:38**	**4:43**	**4:54**
4:21	**4:32**	**4:41**	**4:53**	**4:58**	**5:09**
4:36	**4:47**	**4:56**	**5:08**	**5:13**	**5:24**
4:51	**5:02**	**5:11**	**5:23**	**5:28**	**5:39**
5:06	**5:17**	**5:26**	**5:38**	**5:43**	**5:54**
5:21	**5:32**	**5:41**	**5:53**	**5:58**	**6:09**
5:36	**5:47**	**5:56**	**6:08**	**6:13**	**6:24**
5:51	**6:01**	**6:09**	**6:20**	**6:25**	**6:35**
6:06	**6:16**	**6:24**	**6:35**	**6:40**	**6:50**
6:21	**6:31**	**6:39**	**6:50**	**6:55**	**7:05**
6:41	**6:50**	**6:58**	**7:08**	**7:13**	**7:23**
7:06	**7:15**	**7:23**	**7:33**	**7:38**	**7:48**
7:36	**7:45**	**7:52**	**8:01**	**8:06**	**8:16**
8:06	**8:15**	**8:22**	**8:31**	**8:36**	**8:46**
8:36	**8:45**	**8:52**	**9:01**	**9:06**	**9:16**
9:06	**9:14**	**9:20**	**9:28**	**9:32**	**9:42**
9:36	**9:44**	**9:50**	**9:58**	**10:02**	**10:12**
10:06	**10:14**	**10:20**	**10:28**	**10:32**	**10:42**
10:37	**10:45**	**10:51**	**10:58**	**11:01**	**11:11**
11:07	**11:15**	**11:21**	**11:28**	**11:31**	**11:41**

UCSD ➡ Clairemont ➡ Fashion Valley

Ⓕ Gilman Transit Center (UCSD) **DEPART**	Ⓔ UTC Transit Center	Ⓓ Genesee Av. & Governor Dr.	Ⓒ Genesee Av. & Balboa Av.	Ⓑ Genesee Av. & Linda Vista Rd.	Ⓐ Fashion Valley Transit Center **ARRIVE**
5:47a	5:56a	6:01a	6:10a	6:17a	6:23a
6:02	6:11	6:16	6:25	6:32	6:38
6:17	6:26	6:31	6:40	6:47	6:53
6:30	6:39	6:44	6:54	7:02	7:08
6:44	6:54	6:59	7:09	7:17	7:23
6:59	7:09	7:14	7:24	7:32	7:38
7:14	7:24	7:29	7:39	7:47	7:53
7:29	7:39	7:44	7:54	8:02	8:08
7:44	7:54	7:59	8:09	8:17	8:23
7:59	8:09	8:14	8:24	8:32	8:38
8:14	8:24	8:29	8:39	8:47	8:53
8:29	8:39	8:44	8:54	9:02	9:08
8:44	8:54	8:59	9:09	9:17	9:23
8:59	9:09	9:14	9:24	9:32	9:38
9:14	9:24	9:29	9:39	9:47	9:53
9:29	9:39	9:44	9:54	10:02	10:08
9:44	9:54	9:59	10:09	10:17	10:23
9:59	10:09	10:14	10:24	10:32	10:38
10:14	10:24	10:29	10:39	10:47	10:53
10:31	10:41	10:46	10:56	11:04	11:11
10:46	10:57	11:02	11:12	11:20	11:27
11:01	11:12	11:17	11:27	11:35	11:42
11:16	11:27	11:32	11:42	11:50	11:57
11:31	11:42	11:47	11:57	**12:05p**	**12:12p**
11:46	11:57	**12:02p**	**12:12p**	**12:20**	**12:27**
12:01p	**12:12p**	**12:17**	**12:27**	**12:35**	**12:42**
12:16	**12:27**	**12:32**	**12:42**	**12:50**	**12:57**
12:31	**12:42**	**12:47**	**12:57**	**1:05**	**1:12**
12:46	**12:57**	**1:02**	**1:12**	**1:20**	**1:27**
12:59	**1:10**	**1:16**	**1:27**	**1:35**	**1:42**
1:14	**1:25**	**1:31**	**1:42**	**1:50**	**1:57**
1:29	**1:40**	**1:46**	**1:57**	**2:05**	**2:12**
1:44	**1:55**	**2:02**	**2:13**	**2:21**	**2:29**
1:56	**2:08**	**2:15**	**2:27**	**2:36**	**2:44**
2:09	**2:21**	**2:28**	**2:40**	**2:49**	**2:57**
2:22	**2:34**	**2:41**	**2:53**	**3:02**	**3:10**
2:37	**2:49**	**2:56**	**3:08**	**3:17**	**3:25**
2:52	**3:04**	**3:11**	**3:23**	**3:32**	**3:40**
T 2:59	**3:11**	**3:19**	**3:31**	—	—
3:05	**3:17**	**3:26**	**3:38**	**3:47**	**3:56**
T 3:14	**3:26**	**3:35**	**3:47**	—	—
3:20	**3:32**	**3:41**	**3:53**	**4:02**	**4:11**
T 3:26	**3:38**	**3:47**	**4:00**	—	—
3:32	**3:44**	**3:53**	**4:06**	**4:16**	**4:26**
T 3:41	**3:53**	**4:02**	**4:15**	—	—
3:47	**3:59**	**4:08**	**4:21**	**4:31**	**4:41**
T 3:56	**4:08**	**4:17**	**4:30**	—	—
4:02	**4:14**	**4:23**	**4:36**	**4:46**	**4:56**
T 4:11	**4:23**	**4:32**	**4:45**	—	—
4:17	**4:29**	**4:38**	**4:51**	**5:01**	**5:11**
T 4:26	**4:38**	**4:47**	**5:00**	—	—
4:32	**4:44**	**4:53**	**5:06**	**5:16**	**5:26**
T 4:41	**4:53**	**5:02**	**5:15**	—	—
4:47	**4:59**	**5:08**	**5:21**	**5:31**	**5:41**
T 4:56	**5:08**	**5:17**	**5:30**	—	—
5:02	**5:14**	**5:23**	**5:36**	**5:46**	**5:56**
T 5:11	**5:23**	**5:32**	**5:45**	—	—
5:17	**5:29**	**5:38**	**5:51**	**6:01**	**6:11**
T 5:29	**5:41**	**5:50**	**6:02**	—	—
5:35	**5:47**	**5:56**	**6:08**	**6:17**	**6:26**
5:50	**6:02**	**6:11**	**6:23**	**6:32**	**6:41**
6:05	**6:16**	**6:24**	**6:36**	**6:44**	**6:53**
6:20	**6:31**	**6:38**	**6:50**	**6:58**	**7:06**
6:36	**6:46**	**6:53**	**7:04**	**7:11**	**7:18**
6:51	**7:01**	**7:08**	**7:19**	**7:26**	**7:33**
7:11	**7:21**	**7:28**	**7:39**	**7:46**	**7:53**
7:41	**7:51**	**7:58**	**8:09**	**8:16**	**8:23**
8:15	**8:25**	**8:31**	**8:41**	**8:47**	**8:53**
8:45	**8:55**	**9:01**	**9:11**	**9:17**	**9:23**
9:15	**9:25**	**9:31**	**9:41**	**9:47**	**9:53**
9:48	**9:57**	**10:02**	**10:11**	**10:17**	**10:23**
10:18	**10:27**	**10:32**	**10:41**	**10:47**	**10:53**
10:48	**10:57**	**11:02**	**11:11**	**11:17**	**11:23**

T =Trip operates September through June when UCSD is in session. Trip does not operate during summer session. / *El viaje solo opera de septiembre a junio durante los días escolares de UCSD. El viaje no opera durante la sesion de verano.*

Route 41 – Saturday / *sábado*

Fashion Valley ➡ Clairemont ➡ UTC

Ⓐ Fashion Valley Transit Center **DEPART**	Ⓑ Genesee Av. & Linda Vista Rd.	Ⓒ Genesee Av. & Balboa Av.	Ⓓ Genesee Av. & Governor Dr.	Ⓔ UTC Transit Center **ARRIVE**	Ⓕ
6:07a	6:15a	6:21a	6:30a	6:34a	Alternate service available on Routes 30, 150, 201, and 202 / *Servicio alterno por las rutas 30, 150, 201, y 202*
6:37	6:45	6:51	7:00	7:04	
7:07	7:15	7:22	7:31	7:35	
7:37	7:45	7:52	8:01	8:05	
8:07	8:15	8:22	8:31	8:35	
8:37	8:46	8:54	9:04	9:08	
9:07	9:16	9:24	9:34	9:38	
9:37	9:46	9:54	10:04	10:08	
10:07	10:16	10:24	10:34	10:38	
10:37	10:46	10:54	11:04	11:08	
11:07	11:16	11:24	11:34	11:38	
11:37	11:47	11:55	**12:05p**	**12:10p**	
12:07p	**12:17p**	**12:25p**	**12:35**	**12:40**	
12:37	**12:47**	**12:55**	**1:05**	**1:10**	
1:07	**1:17**	**1:25**	**1:35**	**1:40**	
1:37	**1:47**	**1:55**	**2:05**	**2:10**	
2:07	**2:17**	**2:25**	**2:35**	**2:40**	
2:37	**2:47**	**2:55**	**3:05**	**3:10**	
3:07	**3:17**	**3:25**	**3:35**	**3:40**	
3:37	**3:47**	**3:55**	**4:05**	**4:10**	
4:07	**4:17**	**4:25**	**4:35**	**4:40**	
4:37	**4:47**	**4:55**	**5:05**	**5:10**	
5:07	**5:17**	**5:25**	**5:35**	**5:40**	
5:39	**5:49**	**5:56**	**6:06**	**6:10**	
6:09	**6:19**	**6:26**	**6:36**	**6:40**	
6:39	**6:49**	**6:56**	**7:06**	**7:10**	
7:09	**7:18**	**7:25**	**7:34**	**7:38**	
7:39	**7:48**	**7:55**	**8:04**	**8:08**	
8:09	**8:18**	**8:25**	**8:34**	**8:38**	
8:39	**8:47**	**8:54**	**9:02**	**9:06**	
9:09	**9:17**	**9:24**	**9:32**	**9:36**	
10:09	**10:17**	**10:24**	**10:32**	**10:36**	

UTC ➡ Clairemont ➡ Fashion Valley

Ⓕ	Ⓔ UTC Transit Center **DEPART**	Ⓓ Genesee Av. & Governor Dr.	Ⓒ Genesee Av. & Balboa Av.	Ⓑ Genesee Av. & Linda Vista Rd.	Ⓐ Fashion Valley Transit Center **ARRIVE**
Alternate service available on Routes 30, 150, 201, and 202 / *Servicio alterno por las rutas 30, 150, 201, y 202*	6:27a	6:32a	6:40a	6:47a	6:53a
	6:57	7:02	7:10	7:17	7:23
	7:27	7:32	7:40	7:47	7:53
	7:56	8:01	8:10	8:17	8:23
	8:24	8:29	8:39	8:46	8:53
	8:52	8:58	9:09	9:16	9:23
	9:22	9:28	9:39	9:46	9:53
	9:52	9:58	10:09	10:16	10:23
	10:23	10:29	10:40	10:47	10:54
	10:53	10:59	11:10	11:17	11:24
	11:22	11:28	11:40	11:47	11:55
	11:52	11:58	**12:10p**	**12:17p**	**12:25p**
	12:22p	**12:28p**	**12:40**	**12:47**	**12:55**
	12:52	**12:58**	**1:10**	**1:17**	**1:25**
	1:22	**1:28**	**1:40**	**1:47**	**1:55**
	1:52	**1:58**	**2:10**	**2:17**	**2:25**
	2:22	**2:28**	**2:40**	**2:47**	**2:55**
	2:52	**2:58**	**3:10**	**3:17**	**3:25**
	3:22	**3:28**	**3:40**	**3:47**	**3:55**
	3:52	**3:58**	**4:10**	**4:17**	**4:25**
	4:22	**4:28**	**4:40**	**4:47**	**4:55**
	4:52	**4:58**	**5:10**	**5:17**	**5:25**
	5:23	**5:29**	**5:40**	**5:47**	**5:55**
	5:53	**5:59**	**6:10**	**6:17**	**6:25**
	6:21	**6:27**	**6:38**	**6:45**	**6:53**
	6:51	**6:57**	**7:08**	**7:15**	**7:23**
	7:23	**7:28**	**7:39**	**7:45**	**7:53**
	7:55	**8:00**	**8:10**	**8:16**	**8:23**
	8:27	**8:32**	**8:41**	**8:47**	**8:53**
	8:57	**9:02**	**9:11**	**9:17**	**9:23**
	9:27	**9:32**	**9:41**	**9:47**	**9:53**
	9:57	**10:02**	**10:11**	**10:17**	**10:23**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

ONE-WAY FARES / Tarifas Sencillas

Exact fare, please / Favor de pagar la cantidad exacta	
Adult / Adulto	**$2.50**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$1.25**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$2.50**

DAY PASS (Regional) / Pase diario (Regional)

Adult / Adulto	**$6.00**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$3.00**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$3.00**

MONTHLY PASSES / Pases mensual

Adult / Adulto	**$72.00**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$23.00**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$23.00**

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959.
*Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959.

COMPASS CARDS / Tarjeta Compass
There is a $2 charge for Compass Cards, which can be reloaded for future use.
Hay un costo de $2 por la tarjeta Compass Card, la cual puede ser recargada para usos futuros.

COMPASS CLOUD
Download the free Compass Cloud app on your Apple or Android phone.
Descargue la aplicación gratis Compass Cloud en su teléfono Apple o Android.

Visit sdmts.com/fares for more info. Visite sdmts.com/fares para más información.

DIRECTORY / *Directorio*

MTS Information & Trip Planning *MTS Información y planeo de viaje*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
MTS Security *MTS Seguridad*	**(619) 595-4960**
Lost & Found *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com**.
*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a **sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective SEPTEMBER 1, 2019

60

Euclid Transit Center – UTC

via I-15 Mid City / Kearny Mesa

DESTINATIONS
- Boulevard Transit Plaza
- City Heights Transit Plaza
- Market Creek Plaza
- Westfield UTC

TROLLEY CONNECTIONS
- Euclid Av.

09/19

sdmts.com
Route Alerts, Updated Schedules, Connections & More

Alternative formats available upon request. Please call: (619) 557-4555 / ***Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555***

Route 60 – Monday through Friday / *lunes a viernes*

Euclid Transit Center ➡ City Heights ➡ Kearny Mesa ➡ University City

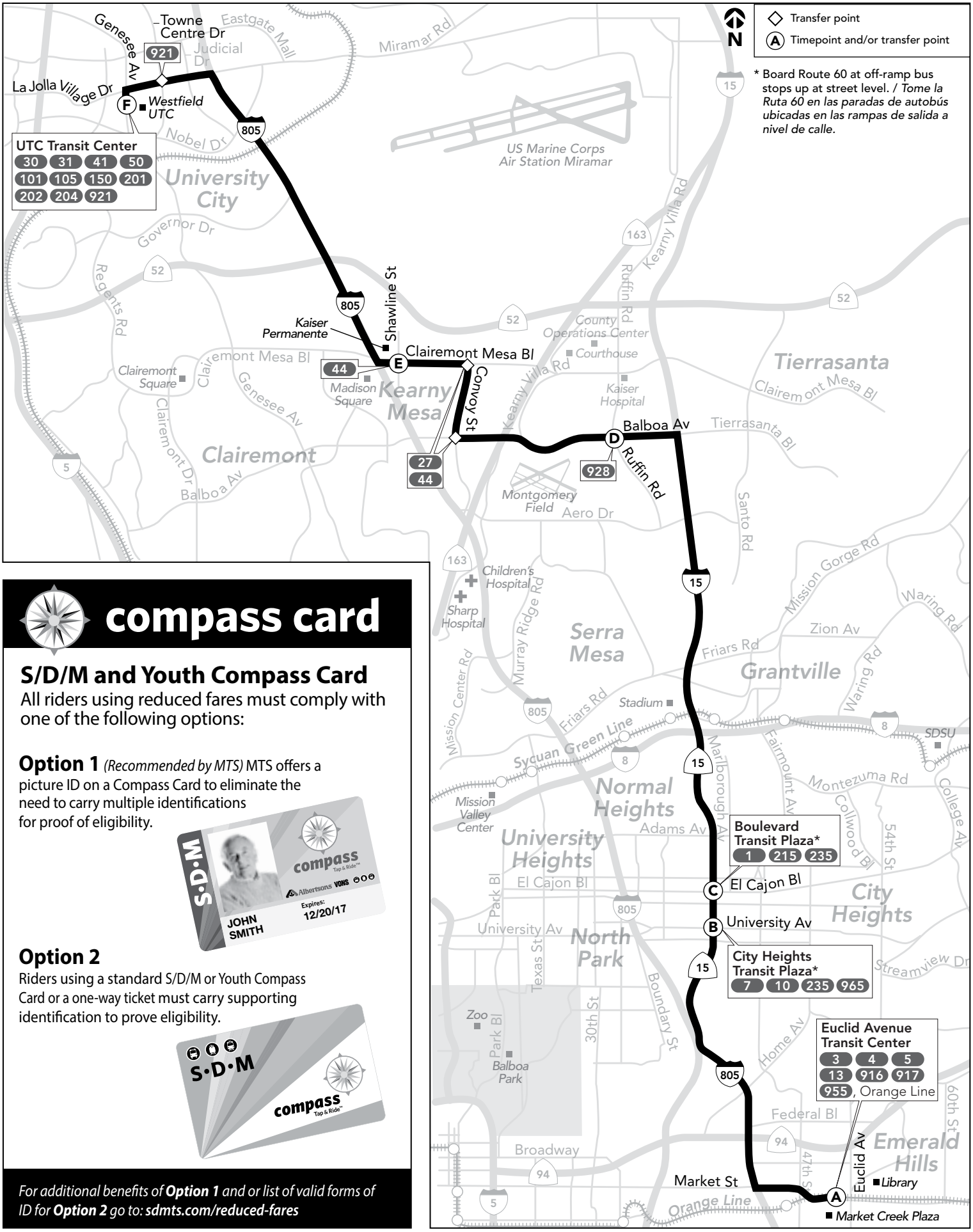
(A) Euclid Ave. Transit Center **DEPART**	(B) City Heights Transit Plaza (University Av.) *	(C) The Boulevard Transit Plaza (El Cajon Bl.) *	(D) Balboa Av. & Ruffin Rd.	(E) Clairemont Mesa Bl. & Shawline St.	(F) UTC Transit Center **ARRIVE**
5:04a	5:11a	5:13a	5:21a	5:31a	5:42a
5:34	5:42	5:44	5:52	6:02	6:15
5:49	5:57	5:59	6:07	6:17	6:30
6:04	6:13	6:15	6:24	6:35	6:50
6:19	6:29	6:31	6:41	6:52	7:09
6:34	6:45	6:47	6:58	7:09	7:26
7:04	7:15	7:17	7:30	7:42	7:59

University City ➡ Kearny Mesa ➡ City Heights ➡ Euclid Transit Center

(F) UTC Transit Center **DEPART**	(E) Clairemont Mesa Bl. & Shawline St.	(D) Balboa Av. & Ruffin Rd.	(C) The Boulevard Transit Plaza (El Cajon Bl.) *	(B) City Heights Transit Plaza (University Av.) *	(A) Euclid Ave. Transit Center **ARRIVE**
3:25p	**3:42p**	**3:56p**	**4:06p**	**4:08p**	**4:21p**
3:55	**4:14**	**4:30**	**4:41**	**4:43**	**4:56**
4:25	**4:44**	**5:00**	**5:11**	**5:13**	**5:26**
5:00	**5:19**	**5:35**	**5:46**	**5:48**	**6:01**
5:35	**5:54**	**6:09**	**6:20**	**6:22**	**6:34**
6:05	**6:23**	**6:37**	**6:47**	**6:49**	**7:01**

* Board Route 60 at off-ramp bus stops up at street level. / *Tome la Ruta 60 en las paradas de autobús ubicadas en las rampas de salida a nivel de calle.*

Route 60 does not operate on weekends or on the following holidays and observed holidays
La ruta 60 no ofrece servicio durante el fin de semana ó durante los siguientes días festivos y feriados observados
>>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas



compass card

S/D/M and Youth Compass Card

All riders using reduced fares must comply with one of the following options:

Option 1 *(Recommended by MTS)* MTS offers a picture ID on a Compass Card to eliminate the need to carry multiple identifications for proof of eligibility.

Option 2

Riders using a standard S/D/M or Youth Compass Card or a one-way ticket must carry supporting identification to prove eligibility.

*For additional benefits of **Option 1** and or list of valid forms of ID for **Option 2** go to: **sdmts.com/reduced-fares***

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

ONE-WAY FARES / *Tarifas Sencillas*

Exact fare, please / *Favor de pagar la cantidad exacta*	
Adult / *Adulto*	**$2.50**
Senior/Disabled/Medicare* *Personas Mayores/con Discapacidades/Medicare**	**$1.25**
Youth (ages 6-18)* *Jóvenes (edades 6-18)**	**$2.50**

DAY PASS (Regional) / *Pase diario (Regional)*

Adult / *Adulto*	**$6.00**
Senior/Disabled/Medicare* *Personas Mayores/con Discapacidades/Medicare**	**$3.00**
Youth (ages 6-18)* *Jóvenes (edades 6-18)**	**$3.00**

MONTHLY PASSES / *Pases mensuales*

Adult / *Adulto*	**$72.00**
Senior/Disabled/Medicare* *Personas Mayores/con Discapacidades/Medicare**	**$23.00**
Youth (ages 6-18)* *Jóvenes (edades 6-18)**	**$23.00**

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959.
**Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959.*

COMPASS CARDS / *Tarjeta Compass*
There is a $2 charge for Compass Cards, which can be reloaded for future use.
Hay un costo de $2 por la tarjeta Compass Card, la cual puede ser recargada para usos futuros.

COMPASS CLOUD
Download the free Compass Cloud app on your Apple or Android phone.
Descargue la aplicación gratis Compass Cloud en su teléfono Apple o Android.

Visit sdmts.com/fares for more info. ***Visite sdmts.com/fares para más información.***

DIRECTORY / *Directorio*

MTS Information & Trip Planning *MTS Información y planeo de viaje*	**511** **or/ó** **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** **or/ó** **(888) 722-4889**
InfoExpress **(24-hour info via Touch-Tone phone)** *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
MTS Security *MTS Seguridad*	**(619) 595-4960**
Lost & Found *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com**.

*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a **sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective SEPTEMBER 20, 2020

201/202 UTC Transit Center – UC San Diego
via UC San Diego Medical Center or Nobel Dr.

204 UTC East Loop
via Executive Dr. / Judicial Dr. / Nobel Dr.

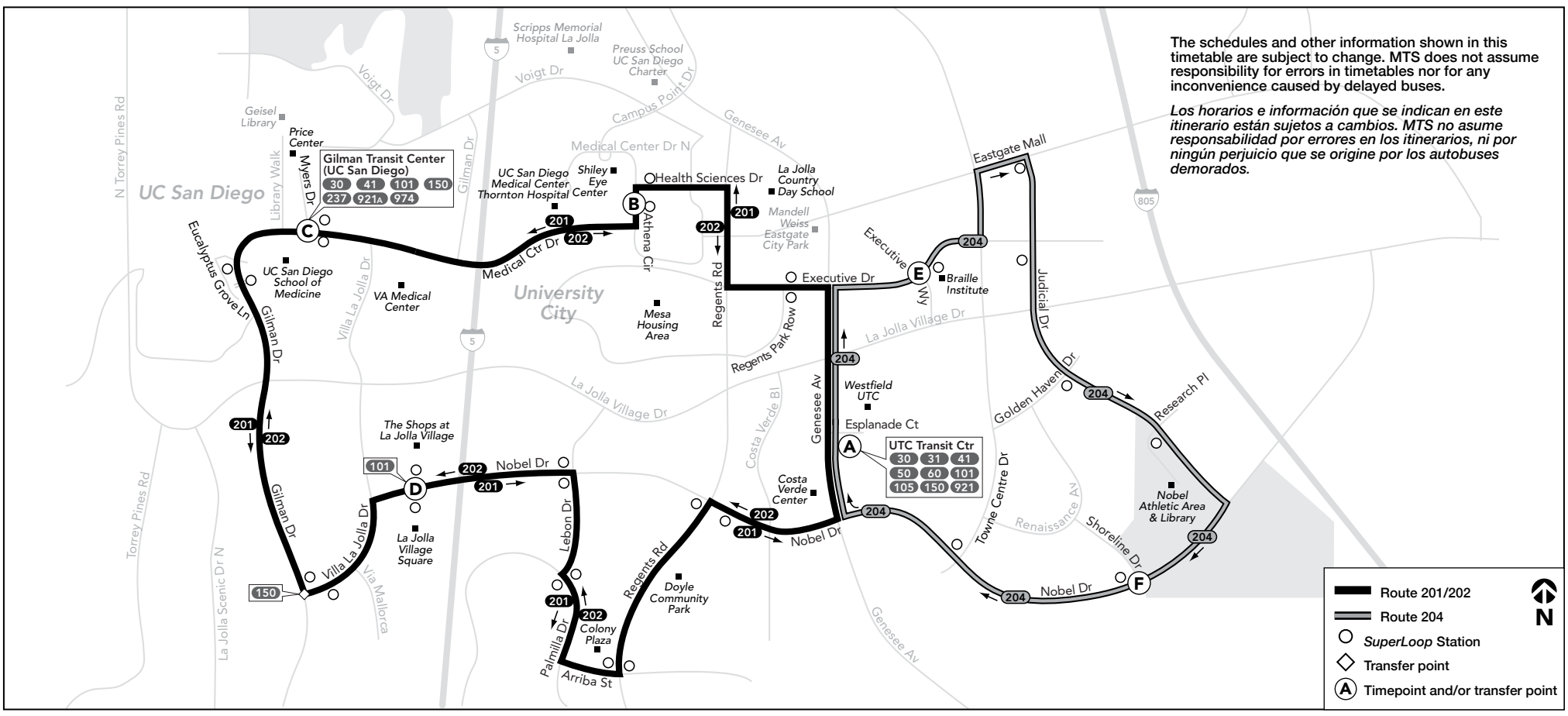
DESTINATIONS

SuperLoop Rapid

- Colony Plaza
- Costa Verde Center
- La Jolla Village Square/Shops at La Jolla Village
- Nobel Athletic Area & Library
- Scripps Memorial Hospital
- UC San Diego Medical Center (La Jolla)
- Westfield UTC

09/20

sdmts.com
Route Alerts, Updated Schedules, Connections & More



The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.

Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Route 204 – Monday through Friday / *lunes a viernes*

UTC ➡ Executive Dr. ➡ Judicial Dr. ➡ Nobel Dr. ➡ UTC

Ⓐ UTC Transit Center **DEPART**	Ⓔ Executive Dr. & Executive Wy.	Ⓕ Nobel Dr. & Shoreline Dr.	Ⓐ UTC Transit Center **ARRIVE**
5:48a	5:51a	5:57a	6:00a
6:18	6:21	6:27	6:30
6:46	6:49	6:56	7:00
7:16	7:20	7:27	7:31
7:46	7:50	7:57	8:01
8:16	8:20	8:27	8:31
8:46	8:50	8:57	9:01
9:16	9:20	9:27	9:31
9:46	9:50	9:57	10:01
10:16	10:20	10:27	10:31
10:47	10:51	10:58	11:02
11:17	11:21	11:28	11:32
11:47	11:51	11:58	**12:02p**
12:17p	**12:21p**	**12:28p**	**12:32**
12:47	**12:51**	**12:58**	**1:02**
1:17	**1:21**	**1:28**	**1:32**
1:47	**1:51**	**1:58**	**2:02**
2:17	**2:21**	**2:28**	**2:32**
2:47	**2:51**	**2:58**	**3:02**
3:17	**3:21**	**3:28**	**3:32**
3:47	**3:51**	**3:58**	**4:02**
4:17	**4:21**	**4:28**	**4:32**
4:47	**4:51**	**4:58**	**5:02**
5:17	**5:21**	**5:28**	**5:32**
5:47	**5:51**	**5:58**	**6:02**
6:17	**6:21**	**6:28**	**6:32**
6:52	**6:56**	**7:03**	**7:07**
7:23	**7:26**	**7:33**	**7:37**
7:53	**7:56**	**8:03**	**8:07**
8:23	**8:26**	**8:33**	**8:37**
8:55	**8:58**	**9:04**	**9:07**
9:25	**9:28**	**9:34**	**9:37**
9:55	**9:58**	**10:04**	**10:07**

Route 204 does not operate on weekends or on the following holidays and observed holidays

La ruta 204 no ofrece servicio durante el fin de semana o durante los siguientes días festivos y feriados observados

>>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Alternative formats available upon request.
Please call: (619) 557-4555

Formato alternativo disponible al preguntar.
Favor de llamar: (619) 557-4555

COMPASS CASH

Load money onto your Compass Card.

Great for One-Ways.

Follow prompts on machine to load value.

Just tap and ride!



Compass Service Center
(619) 595-5636
sdmts.com

MTS | CHANGING THE WAY SAN DIEGO MOVES

Your Transit Fare. Anytime. Anywhere.

COMPASS CLOUD
Free mobile ticketing app

- Day Passes; 30-day Passes
- Buy for your entire group on one phone.
- Your phone is your ticket.

sdmts.com/compass-cloud

Download on the App Store | GET IT ON Google Play



Route 201 – Monday through Friday / *lunes a viernes*

UTC ➡ UCSD Med. Ctr. ➡ UCSD ➡ La Jolla Village Square ➡ UTC

Ⓐ UTC Transit Center **DEPART**	Ⓑ Health Sciences Dr. & Athena Cir.	Ⓒ Gilman Transit Center (UC San Diego)	Ⓓ Nobel Dr. & La Jolla Village Square	Ⓐ UTC Transit Center **ARRIVE**
5:50a	5:56a	6:00a	6:06a	6:14a
6:05	6:11	6:15	6:21	6:29
6:20	6:26	6:30	6:36	6:44
6:35	6:41	6:46	6:53	7:02
6:50	6:56	7:01	7:08	7:17
7:05	7:11	7:16	7:23	7:32
7:20	7:27	7:33	7:40	7:50
7:35	7:42	7:48	7:55	8:05
7:45	7:52	7:58	8:05	8:15
7:55	8:02	8:08	8:15	8:25
8:05	8:12	8:18	8:25	8:35
8:15	8:22	8:28	8:35	8:45
8:25	8:32	8:38	8:45	8:55
8:35	8:42	8:48	8:55	9:05
8:45	8:52	8:58	9:05	9:15
8:55	9:02	9:08	9:15	9:25
9:05	9:12	9:18	9:25	9:35
9:15	9:22	9:28	9:35	9:45
9:25	9:32	9:38	9:45	9:55
9:35	9:42	9:48	9:56	10:07
9:45	9:52	9:58	10:06	10:17
9:55	10:02	10:08	10:16	10:27
10:05	10:12	10:18	10:26	10:37
10:15	10:22	10:28	10:36	10:47
10:25	10:32	10:38	10:46	10:57
10:35	10:42	10:48	10:56	11:07
10:45	10:52	10:58	11:06	11:17
10:55	11:02	11:08	11:16	11:27
11:05	11:12	11:18	11:26	11:37
11:15	11:22	11:28	11:36	11:47
11:25	11:32	11:38	11:46	11:57
11:35	11:43	11:49	11:57	**12:08p**
11:45	11:53	11:59	**12:07p**	**12:18**
11:55	**12:03p**	**12:09p**	**12:17**	**12:28**
12:05p	**12:13**	**12:19**	**12:27**	**12:38**
12:15	**12:23**	**12:29**	**12:37**	**12:48**
12:25	**12:33**	**12:39**	**12:47**	**12:58**
12:35	**12:43**	**12:49**	**12:57**	**1:08**
12:45	**12:53**	**12:59**	**1:07**	**1:18**
12:55	**1:03**	**1:09**	**1:17**	**1:28**
1:05	**1:13**	**1:19**	**1:27**	**1:38**
1:15	**1:23**	**1:29**	**1:37**	**1:48**
1:25	**1:33**	**1:39**	**1:47**	**1:58**
1:35	**1:43**	**1:49**	**1:57**	**2:08**
1:45	**1:53**	**1:59**	**2:07**	**2:18**
1:55	**2:03**	**2:09**	**2:17**	**2:28**
2:05	**2:13**	**2:19**	**2:27**	**2:38**
2:15	**2:23**	**2:29**	**2:37**	**2:48**
2:25	**2:33**	**2:39**	**2:47**	**2:58**
2:35	**2:43**	**2:49**	**2:57**	**3:08**
2:45	**2:53**	**2:59**	**3:07**	**3:18**
2:55	**3:03**	**3:09**	**3:17**	**3:28**
3:05	**3:13**	**3:19**	**3:27**	**3:38**
3:15	**3:23**	**3:29**	**3:37**	**3:48**
3:25	**3:33**	**3:39**	**3:47**	**3:58**
3:35	**3:43**	**3:49**	**3:57**	**4:08**
3:45	**3:53**	**3:59**	**4:07**	**4:18**
3:55	**4:03**	**4:09**	**4:17**	**4:28**
4:05	**4:13**	**4:19**	**4:27**	**4:38**
4:15	**4:23**	**4:29**	**4:37**	**4:48**
4:25	**4:33**	**4:39**	**4:47**	**4:58**
4:35	**4:43**	**4:49**	**4:57**	**5:08**
4:45	**4:53**	**4:59**	**5:07**	**5:18**
4:55	**5:03**	**5:09**	**5:17**	**5:28**
5:05	**5:13**	**5:19**	**5:27**	**5:38**
5:15	**5:23**	**5:29**	**5:37**	**5:48**
5:25	**5:33**	**5:39**	**5:47**	**5:58**
5:35	**5:43**	**5:49**	**5:57**	**6:08**
5:45	**5:53**	**5:59**	**6:07**	**6:18**
5:55	**6:03**	**6:09**	**6:17**	**6:28**
6:05	**6:13**	**6:19**	**6:27**	**6:38**
6:15	**6:23**	**6:29**	**6:37**	**6:48**
6:25	**6:33**	**6:39**	**6:47**	**6:58**
6:35	**6:43**	**6:49**	**6:57**	**7:08**
6:50	**6:57**	**7:02**	**7:10**	**7:21**
7:05	**7:12**	**7:17**	**7:25**	**7:36**
7:20	**7:27**	**7:32**	**7:40**	**7:51**
7:35	**7:42**	**7:47**	**7:55**	**8:06**
7:50	**7:57**	**8:02**	**8:10**	**8:21**
8:05	**8:11**	**8:16**	**8:24**	**8:34**
8:20	**8:26**	**8:31**	**8:39**	**8:49**
8:35	**8:41**	**8:46**	**8:54**	**9:04**
8:50	**8:56**	**9:01**	**9:09**	**9:19**
9:05	**9:11**	**9:16**	**9:24**	**9:34**
9:20	**9:26**	**9:31**	**9:39**	**9:49**
9:35	**9:41**	**9:46**	**9:54**	**10:04**
9:50	**9:56**	**10:01**	**10:09**	**10:19**
10:05	**10:11**	**10:16**	**10:23**	**10:32**
10:20	**10:26**	**10:31**	**10:38**	**10:47**
10:35	**10:41**	**10:46**	**10:53**	**11:02**
10:50	**10:56**	**11:01**	**11:08**	**11:17**
11:05	**11:11**	**11:16**	**11:23**	**11:32**
11:20	**11:26**	**11:31**	**11:38**	**11:47**
11:35	**11:41**	**11:46**	**11:53**	12:02a
11:50	**11:56**	12:01a	12:08a	12:17

Route 202 – Monday through Friday / *lunes a viernes*

UTC ➡ La Jolla Village Square ➡ UCSD ➡ UCSD Med. Ctr. ➡ UTC

Ⓐ UTC Transit Center **DEPART**	Ⓓ Nobel Dr. & La Jolla Village Square	Ⓒ Gilman Transit Center (UC San Diego)	Ⓑ Athena Cir. & Health Sciences Dr.	Ⓐ UTC Transit Center **ARRIVE**
5:45a	5:54a	6:00a	6:03a	6:10a
6:00	6:09	6:15	6:18	6:25
6:15	6:24	6:30	6:33	6:40
6:30	6:40	6:47	6:50	6:58
6:45	6:55	7:02	7:05	7:13
7:00	7:11	7:19	7:22	7:31
7:10	7:21	7:29	7:32	7:41
7:20	7:31	7:39	7:42	7:51
7:30	7:41	7:49	7:52	8:01
7:40	7:51	7:59	8:02	8:11
7:50	8:01	8:09	8:12	8:21
8:00	8:11	8:19	8:22	8:31
8:10	8:21	8:29	8:32	8:41
8:20	8:31	8:39	8:42	8:51
8:30	8:41	8:49	8:52	9:01
8:40	8:51	8:59	9:02	9:11
8:50	9:01	9:09	9:12	9:21
9:00	9:11	9:19	9:23	9:33
9:10	9:21	9:29	9:33	9:43
9:20	9:31	9:39	9:43	9:53
9:30	9:41	9:49	9:53	10:03
9:40	9:51	9:59	10:03	10:13
9:50	10:01	10:09	10:13	10:23
10:00	10:11	10:19	10:23	10:33
10:10	10:21	10:29	10:33	10:43
10:20	10:31	10:39	10:43	10:53
10:30	10:41	10:49	10:53	11:03
10:40	10:51	10:59	11:03	11:13
10:50	11:01	11:09	11:13	11:23
11:00	11:11	11:19	11:23	11:33
11:10	11:21	11:29	11:33	11:43
11:20	11:31	11:39	11:43	11:53
11:30	11:41	11:49	11:53	**12:03p**
11:40	11:51	11:59	**12:03p**	**12:13**
11:50	**12:01p**	**12:09p**	**12:13**	**12:23**
12:00p	**12:11**	**12:19**	**12:23**	**12:33**
12:10	**12:21**	**12:29**	**12:33**	**12:43**
12:20	**12:31**	**12:39**	**12:43**	**12:53**
12:30	**12:41**	**12:49**	**12:53**	**1:03**
12:40	**12:51**	**12:59**	**1:03**	**1:13**
12:50	**1:01**	**1:09**	**1:13**	**1:23**
1:00	**1:11**	**1:19**	**1:23**	**1:33**
1:10	**1:21**	**1:29**	**1:33**	**1:43**
1:20	**1:31**	**1:39**	**1:43**	**1:53**
1:30	**1:41**	**1:49**	**1:53**	**2:03**
1:40	**1:51**	**1:59**	**2:03**	**2:13**
1:50	**2:01**	**2:09**	**2:13**	**2:23**
2:00	**2:11**	**2:19**	**2:23**	**2:33**
2:10	**2:21**	**2:29**	**2:33**	**2:43**
2:20	**2:31**	**2:39**	**2:43**	**2:53**
2:30	**2:41**	**2:49**	**2:53**	**3:03**
2:40	**2:51**	**2:59**	**3:03**	**3:13**
2:50	**3:01**	**3:09**	**3:13**	**3:23**
3:00	**3:11**	**3:19**	**3:23**	**3:33**
3:10	**3:21**	**3:29**	**3:33**	**3:43**
3:20	**3:31**	**3:39**	**3:43**	**3:53**
3:30	**3:41**	**3:49**	**3:53**	**4:03**
3:40	**3:51**	**3:59**	**4:03**	**4:13**
3:50	**4:01**	**4:09**	**4:13**	**4:23**
4:00	**4:11**	**4:19**	**4:23**	**4:33**
4:10	**4:21**	**4:29**	**4:33**	**4:43**
4:20	**4:31**	**4:39**	**4:43**	**4:53**
4:30	**4:41**	**4:49**	**4:53**	**5:03**
4:40	**4:51**	**4:59**	**5:03**	**5:13**
4:50	**5:01**	**5:09**	**5:13**	**5:23**
5:00	**5:11**	**5:19**	**5:23**	**5:33**
5:10	**5:21**	**5:29**	**5:33**	**5:43**
5:20	**5:31**	**5:39**	**5:43**	**5:53**
5:30	**5:41**	**5:49**	**5:53**	**6:03**
5:40	**5:51**	**5:59**	**6:03**	**6:13**
5:50	**6:01**	**6:09**	**6:12**	**6:21**
6:00	**6:11**	**6:19**	**6:22**	**6:31**
6:10	**6:21**	**6:29**	**6:32**	**6:41**
6:20	**6:31**	**6:39**	**6:42**	**6:51**
6:30	**6:41**	**6:49**	**6:52**	**7:01**
6:45	**6:56**	**7:04**	**7:07**	**7:16**
7:00	**7:10**	**7:17**	**7:20**	**7:28**
7:15	**7:25**	**7:32**	**7:35**	**7:43**
7:30	**7:40**	**7:47**	**7:50**	**7:58**
7:45	**7:55**	**8:02**	**8:05**	**8:13**
8:00	**8:10**	**8:17**	**8:20**	**8:28**
8:15	**8:25**	**8:32**	**8:35**	**8:43**
8:30	**8:40**	**8:47**	**8:50**	**8:58**
8:45	**8:55**	**9:02**	**9:05**	**9:13**
9:00	**9:10**	**9:17**	**9:20**	**9:28**
9:15	**9:25**	**9:32**	**9:35**	**9:43**
9:30	**9:39**	**9:46**	**9:49**	**9:56**
9:45	**9:54**	**10:01**	**10:04**	**10:11**
10:00	**10:09**	**10:16**	**10:19**	**10:26**

Route 201 – Saturday and Sunday / *sábado y domingo*

UTC ➡ UCSD Med. Ctr. ➡ UCSD ➡ La Jolla Village Square ➡ UTC

Ⓐ UTC Transit Center **DEPART**	Ⓑ Health Sciences Dr. & Athena Cir.	Ⓒ Gilman Transit Center (UC San Diego)	Ⓓ Nobel Dr. & La Jolla Village Square	Ⓐ UTC Transit Center **ARRIVE**
5:50a	5:55a	5:59a	6:04a	6:12a
6:05	6:10	6:14	6:19	6:27
6:20	6:25	6:29	6:34	6:42
6:35	6:40	6:44	6:50	6:59
6:50	6:55	6:59	7:05	7:14
7:05	7:10	7:14	7:20	7:29
7:20	7:25	7:29	7:35	7:44
7:35	7:40	7:44	7:50	7:59
7:50	7:55	7:59	8:05	8:14
8:05	8:10	8:14	8:20	8:29
8:20	8:25	8:29	8:35	8:44
8:35	8:40	8:44	8:50	8:59
8:50	8:55	9:00	9:07	9:17
9:05	9:10	9:15	9:22	9:32
9:20	9:25	9:30	9:37	9:47
9:35	9:41	9:46	9:54	10:05
9:50	9:56	10:01	10:09	10:20
10:05	10:11	10:16	10:24	10:35
10:20	10:26	10:31	10:39	10:50
10:35	10:41	10:46	10:54	11:05
10:50	10:56	11:01	11:09	11:20
11:05	11:11	11:16	11:24	11:35
11:20	11:26	11:31	11:39	11:50
11:35	11:41	11:46	11:54	**12:05p**
11:50	11:56	**12:01p**	**12:09p**	**12:20**
12:05p	**12:11p**	**12:16**	**12:24**	**12:35**
12:20	**12:26**	**12:31**	**12:39**	**12:50**
12:35	**12:41**	**12:46**	**12:54**	**1:05**
12:50	**12:56**	**1:01**	**1:09**	**1:20**
1:05	**1:11**	**1:16**	**1:24**	**1:35**
1:20	**1:26**	**1:31**	**1:39**	**1:50**
1:35	**1:41**	**1:46**	**1:54**	**2:05**
1:50	**1:56**	**2:01**	**2:09**	**2:20**
2:05	**2:11**	**2:16**	**2:24**	**2:35**
2:20	**2:26**	**2:31**	**2:39**	**2:50**
2:35	**2:41**	**2:46**	**2:54**	**3:05**
2:50	**2:56**	**3:01**	**3:09**	**3:20**
3:05	**3:11**	**3:16**	**3:24**	**3:35**
3:20	**3:26**	**3:31**	**3:39**	**3:50**
3:35	**3:41**	**3:46**	**3:54**	**4:05**
3:50	**3:56**	**4:01**	**4:09**	**4:20**
4:05	**4:11**	**4:16**	**4:24**	**4:35**
4:20	**4:26**	**4:31**	**4:39**	**4:50**
4:35	**4:41**	**4:46**	**4:54**	**5:05**
4:50	**4:56**	**5:01**	**5:09**	**5:20**
5:05	**5:11**	**5:16**	**5:24**	**5:35**
5:20	**5:26**	**5:31**	**5:39**	**5:50**
5:35	**5:41**	**5:46**	**5:54**	**6:05**
5:50	**5:56**	**6:01**	**6:09**	**6:20**
6:05	**6:11**	**6:16**	**6:24**	**6:35**
6:20	**6:26**	**6:31**	**6:39**	**6:50**
6:35	**6:41**	**6:46**	**6:54**	**7:05**
6:50	**6:55**	**7:00**	**7:08**	**7:18**
7:05	**7:10**	**7:15**	**7:23**	**7:33**
7:20	**7:25**	**7:30**	**7:38**	**7:48**
7:35	**7:40**	**7:45**	**7:53**	**8:03**
7:50	**7:55**	**8:00**	**8:08**	**8:18**
8:05	**8:10**	**8:15**	**8:23**	**8:33**
8:20	**8:25**	**8:30**	**8:38**	**8:48**
8:35	**8:40**	**8:45**	**8:53**	**9:03**
8:50	**8:55**	**9:00**	**9:07**	**9:16**
9:05	**9:10**	**9:15**	**9:22**	**9:31**
9:20	**9:25**	**9:30**	**9:37**	**9:46**
9:35	**9:40**	**9:45**	**9:52**	**10:01**
9:50	**9:55**	**10:00**	**10:07**	**10:16**
10:05	**10:10**	**10:15**	**10:22**	**10:31**

Route 202 – Saturday and Sunday / *sábado y domingo*

UTC ➡ La Jolla Village Square ➡ UCSD ➡ UCSD Med. Ctr. ➡ UTC

Ⓐ UTC Transit Center **DEPART**	Ⓓ Nobel Dr. & La Jolla Village Square	Ⓒ Gilman Transit Center (UC San Diego)	Ⓑ Athena Cir. & Health Sciences Dr.	Ⓐ UTC Transit Center **ARRIVE**
5:45a	5:54a	5:59a	6:02a	6:07a
6:00	6:09	6:14	6:17	6:22
6:15	6:24	6:29	6:32	6:37
6:30	6:39	6:44	6:47	6:52
6:45	6:54	6:59	7:02	7:07
7:00	7:09	7:14	7:17	7:22
7:15	7:24	7:30	7:33	7:39
7:30	7:39	7:45	7:48	7:54
7:45	7:54	8:00	8:03	8:09
8:00	8:09	8:15	8:18	8:24
8:15	8:24	8:30	8:33	8:39
8:30	8:39	8:45	8:48	8:54
8:45	8:54	9:00	9:03	9:09
9:00	9:09	9:15	9:18	9:24
9:15	9:25	9:31	9:34	9:41
9:30	9:40	9:46	9:49	9:56
9:45	9:55	10:01	10:04	10:11
10:00	10:10	10:16	10:19	10:26
10:15	10:25	10:31	10:34	10:41
10:30	10:40	10:46	10:49	10:56
10:45	10:55	11:02	11:05	11:13
11:00	11:10	11:17	11:20	11:28
11:15	11:25	11:32	11:35	11:43
11:30	11:40	11:47	11:50	11:58
11:45	11:55	**12:02p**	**12:05p**	**12:13p**
12:00p	**12:10p**	**12:17**	**12:20**	**12:28**
12:15	**12:25**	**12:32**	**12:35**	**12:43**
12:30	**12:40**	**12:47**	**12:50**	**12:58**
12:45	**12:55**	**1:02**	**1:05**	**1:13**
1:00	**1:10**	**1:17**	**1:20**	**1:28**
1:15	**1:25**	**1:32**	**1:35**	**1:43**
1:30	**1:40**	**1:47**	**1:50**	**1:58**
1:45	**1:55**	**2:02**	**2:05**	**2:13**
2:00	**2:10**	**2:17**	**2:20**	**2:28**
2:15	**2:25**	**2:32**	**2:35**	**2:43**
2:30	**2:40**	**2:47**	**2:50**	**2:58**
2:45	**2:55**	**3:02**	**3:05**	**3:13**
3:00	**3:10**	**3:17**	**3:20**	**3:28**
3:15	**3:25**	**3:32**	**3:35**	**3:43**
3:30	**3:40**	**3:47**	**3:50**	**3:58**
3:45	**3:55**	**4:02**	**4:05**	**4:13**
4:00	**4:10**	**4:17**	**4:20**	**4:28**
4:15	**4:25**	**4:32**	**4:35**	**4:43**
4:30	**4:40**	**4:47**	**4:50**	**4:58**
4:45	**4:55**	**5:02**	**5:05**	**5:13**
5:00	**5:10**	**5:17**	**5:20**	**5:28**
5:15	**5:25**	**5:32**	**5:35**	**5:43**
5:30	**5:40**	**5:47**	**5:50**	**5:58**
5:45	**5:55**	**6:02**	**6:05**	**6:13**
6:00	**6:10**	**6:17**	**6:20**	**6:28**
6:15	**6:25**	**6:32**	**6:35**	**6:43**
6:30	**6:40**	**6:47**	**6:50**	**6:58**
6:45	**6:55**	**7:01**	**7:04**	**7:11**
7:00	**7:10**	**7:16**	**7:19**	**7:26**
7:15	**7:25**	**7:31**	**7:34**	**7:41**
7:30	**7:40**	**7:46**	**7:49**	**7:56**
7:45	**7:55**	**8:01**	**8:04**	**8:11**
8:00	**8:10**	**8:16**	**8:19**	**8:25**
8:15	**8:25**	**8:31**	**8:34**	**8:40**
8:30	**8:40**	**8:46**	**8:49**	**8:55**
8:45	**8:55**	**9:01**	**9:04**	**9:10**
9:00	**9:10**	**9:16**	**9:19**	**9:25**
9:15	**9:25**	**9:31**	**9:34**	**9:40**
9:30	**9:39**	**9:45**	**9:48**	**9:53**
9:45	**9:54**	**10:00**	**10:03**	**10:08**
10:00	**10:09**	**10:15**	**10:18**	**10:23**

Effective JUNE 28, 2020

Rapid

237

Mira Mesa – UC San Diego

via Mira Mesa Bl.

DESTINATIONS

- Miramar College Transit Station
- Mira Mesa High School
- Mira Mesa Mall
- Sorrento Mesa
- Westfield UTC

06/20

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MTS

ONE-WAY FARES / Tarifas Sencillas

Exact fare, please / Favor de pagar la cantidad exacta	
Adult / Adulto	**$2.50**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$1.25**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$2.50**

DAY PASS (Regional) / Pase diario (Regional)

Adult / Adulto	**$6.00**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$3.00**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$3.00**

MONTHLY PASSES / Pases mensual

Adult / Adulto	**$72.00**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$23.00**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$23.00**

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959.
*Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959.

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InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
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MTS Security *MTS Seguridad*	**(619) 595-4960**
Lost & Found *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
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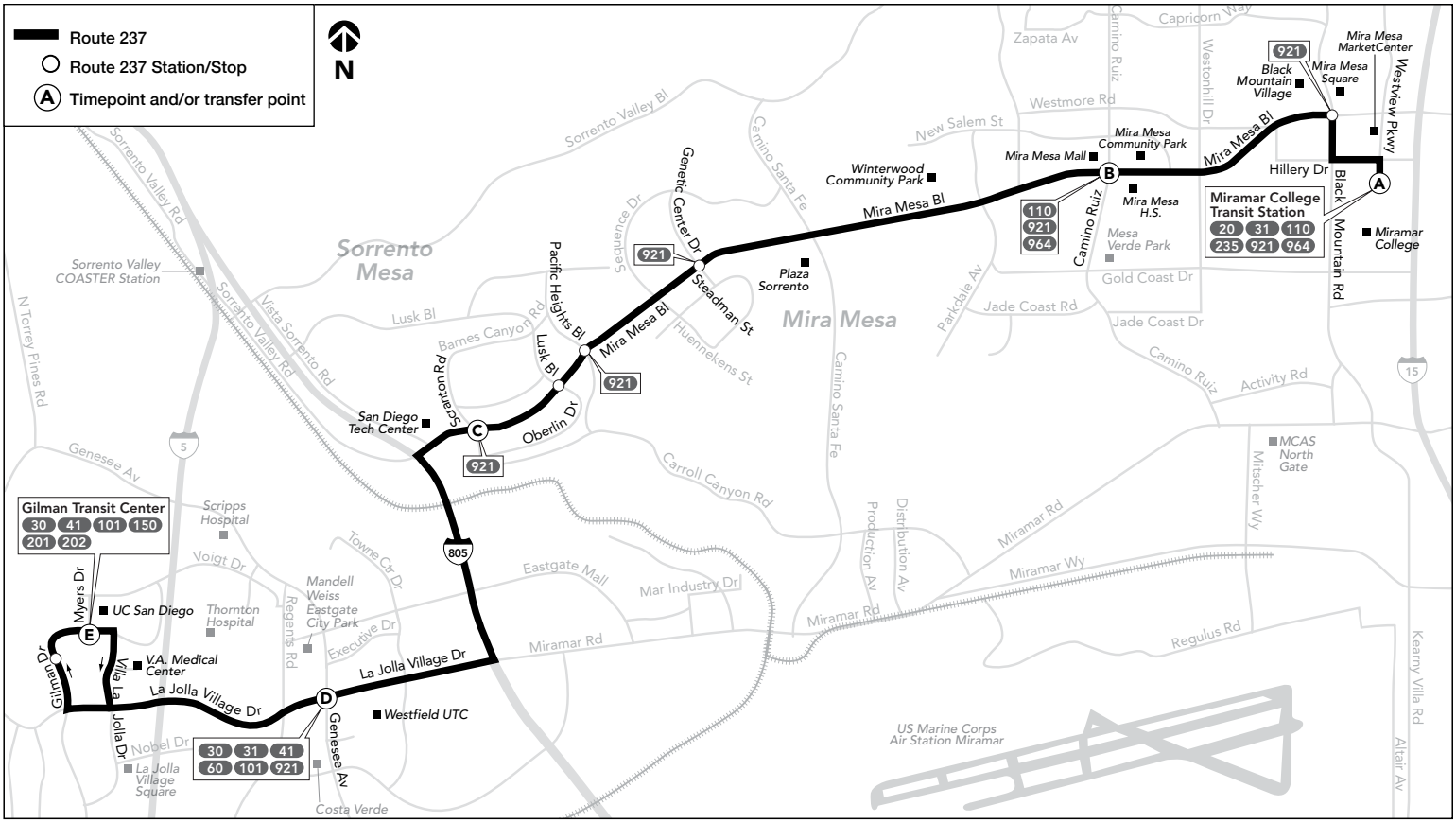
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Route 237 – Monday through Friday / *lunes a viernes*

Mira Mesa ➡ UC San Diego

(A) Miramar College Transit Station **DEPART**	(B) Mira Mesa Bl. & Camino Ruiz	(C) Mira Mesa Bl. & Scranton Rd.	(D) La Jolla Village Dr. & Genesee Av.	(E) Gilman T. C. (UCSD) **ARRIVE**
5:52a	5:59a	6:09a	6:17a	6:25a
6:22	6:29	6:39	6:47	6:55
6:36	6:43	6:53	7:01	7:09
6:51	6:59	7:10	7:18	7:27
7:04	7:13	7:25	7:34	7:43
7:20	7:29	7:41	7:50	7:59
7:35	7:44	7:56	8:05	8:14
7:50	7:59	8:12	8:21	8:31
8:05	8:14	8:27	8:36	8:46
8:20	8:29	8:42	8:51	9:01
8:35	8:44	8:57	9:06	9:16
8:50	8:59	9:12	9:21	9:31
9:06	9:15	9:28	9:37	9:47
9:21	9:30	9:43	9:52	10:02
9:51	9:59	10:11	10:20	10:29
2:48p	**2:55p**	**3:06p**	**3:17p**	**3:26p**
3:18	**3:25**	**3:36**	**3:47**	**3:56**
3:48	**3:56**	**4:08**	**4:19**	**4:28**
4:19	**4:27**	**4:39**	**4:51**	**5:01**
4:34	**4:42**	**4:54**	**5:06**	**5:16**
4:50	**4:58**	**5:10**	**5:22**	**5:32**
5:05	**5:13**	**5:25**	**5:37**	**5:47**
5:20	**5:28**	**5:40**	**5:52**	**6:02**
5:35	**5:43**	**5:55**	**6:07**	**6:17**
5:50	**5:57**	**6:09**	**6:19**	**6:29**
6:21	**6:28**	**6:39**	**6:48**	**6:57**
6:47	**6:54**	**7:04**	**7:12**	**7:21**
7:17	**7:24**	**7:34**	**7:42**	**7:51**

UC San Diego ➡ Mira Mesa

(E) Gilman T. C. (UCSD) **DEPART**	(D) La Jolla Village Dr. & Genesee Av.	(C) Mira Mesa Bl. & Scranton Rd.	(B) Mira Mesa Bl. & Camino Ruiz	(A) Miramar College Transit Station **ARRIVE**
6:03a	6:09a	6:13a	6:24a	6:31a
6:36	6:43	6:47	6:58	7:06
7:05	7:12	7:17	7:29	7:38
7:24	7:31	7:36	7:48	7:57
7:39	7:46	7:51	8:03	8:12
7:54	8:01	8:06	8:18	8:27
8:13	8:20	8:25	8:37	8:46
8:28	8:35	8:40	8:52	9:01
8:43	8:50	8:55	9:07	9:16
9:09	9:16	9:21	9:33	9:42
2:01p	**2:10p**	**2:15p**	**2:27p**	**2:37p**
2:31	**2:40**	**2:45**	**2:57**	**3:07**
3:01	**3:10**	**3:15**	**3:27**	**3:37**
3:29	**3:38**	**3:43**	**3:55**	**4:05**
3:44	**3:53**	**3:58**	**4:10**	**4:20**
3:57	**4:06**	**4:11**	**4:25**	**4:35**
4:12	**4:21**	**4:26**	**4:42**	**4:53**
4:27	**4:36**	**4:41**	**4:57**	**5:08**
4:40	**4:49**	**4:54**	**5:11**	**5:23**
4:54	**5:03**	**5:08**	**5:25**	**5:38**
5:12	**5:21**	**5:26**	**5:43**	**5:56**
5:27	**5:36**	**5:41**	**5:58**	**6:11**
5:44	**5:52**	**5:57**	**6:14**	**6:26**
5:57	**6:05**	**6:10**	**6:27**	**6:39**
6:16	**6:24**	**6:29**	**6:44**	**6:54**
6:33	**6:41**	**6:46**	**6:59**	**7:08**
6:55	**7:03**	**7:08**	**7:21**	**7:30**
7:31	**7:39**	**7:43**	**7:55**	**8:03**
8:01	**8:09**	**8:13**	**8:25**	**8:33**

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ONE-WAY FARES / Tarifas Sencillas

Exact fare, please / Favor de pagar la cantidad exacta	
Adult / Adulto	**$2.50**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$1.25**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$2.50**

DAY PASS (Regional) / Pase diario (Regional)

Adult / Adulto	**$6.00**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$3.00**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$3.00**

MONTHLY PASSES / Pases mensual

Adult / Adulto	**$72.00**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$23.00**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$23.00**

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959.
*Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959.

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Effective JANUARY 26, 2020

31
UTC – Mira Mesa
via Miramar Rd.

921
UTC – Mira Mesa
via Mira Mesa Bl.

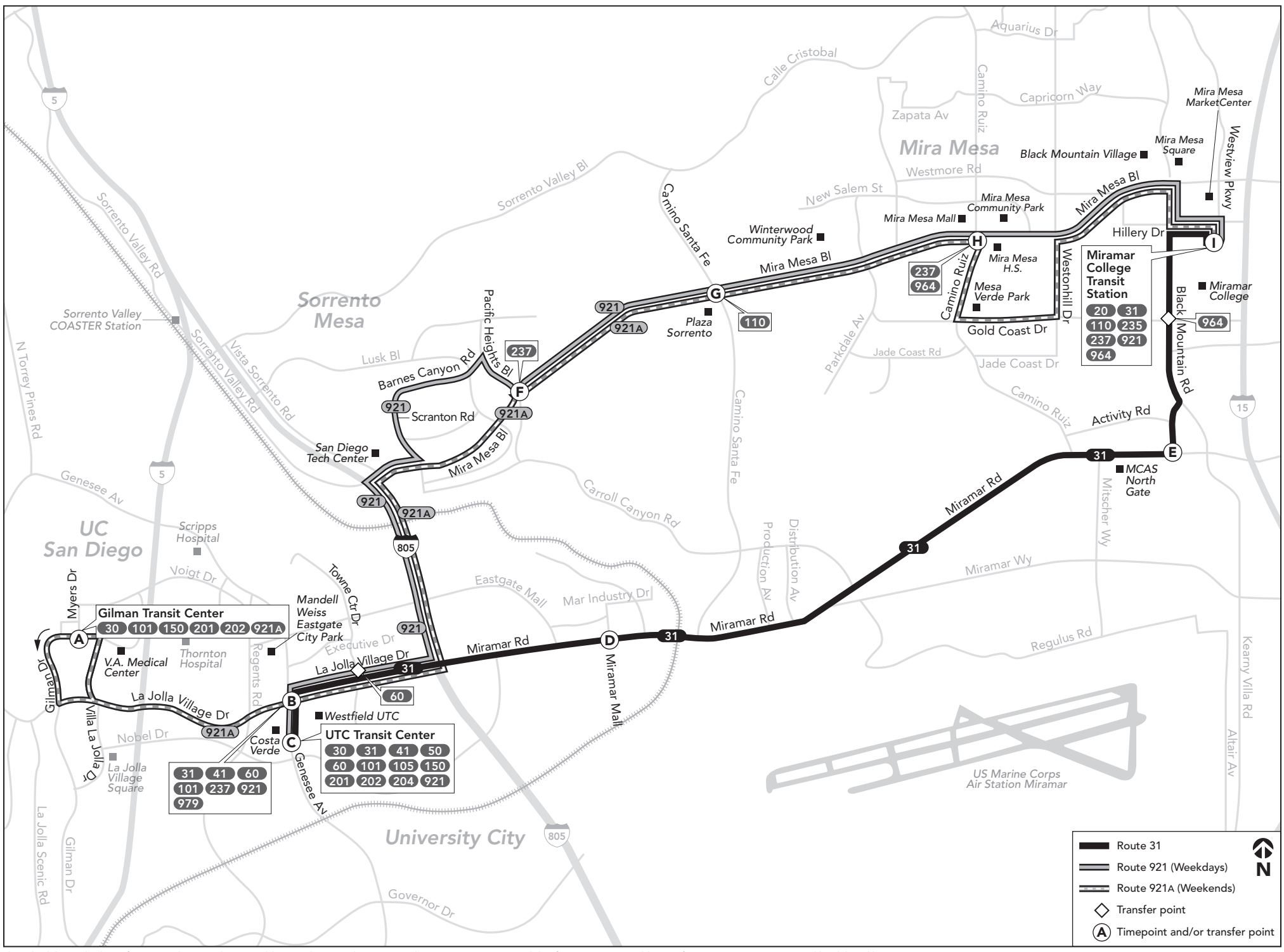
DESTINATIONS
- MCAS Miramar - North Gate
- Miramar College
- Miramar College Transit Station
- Mira Mesa Marketcenter
- Westfield UTC

ROUTE 921
- Miramar College
- Miramar College Transit Station
- Mira Mesa High School
- Mira Mesa Mall
- Mira Mesa Marketcenter
- Sorrento Mesa
- VA Medical Center (921A)
- Westfield UTC
- UC San Diego (921A)

01/20

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Route 31 – Monday through Friday / *lunes a viernes*

University City ➡ Miramar ➡ Mira Mesa

Ⓒ UTC Transit Center **DEPART**	Ⓓ Miramar Rd. & Miramar Mall	Ⓔ Black Mountain Rd. & Miramar Rd.	Ⓘ Miramar College Transit Station **ARRIVE**
5:55a	6:01a	6:11a	6:18a
6:28	6:35	6:46	6:53
6:58	7:05	7:16	7:23
7:27	7:35	7:47	7:55
7:57	8:05	8:17	8:25
8:28	8:36	8:47	8:55
2:27p	**2:35p**	**2:46p**	**2:54p**
3:03	**3:10**	**3:23**	**3:31**
3:33	**3:40**	**3:53**	**4:01**
4:01	**4:09**	**4:23**	**4:32**
4:31	**4:39**	**4:53**	**5:02**
5:03	**5:11**	**5:25**	**5:34**
5:33	**5:41**	**5:55**	**6:04**
6:03	**6:10**	**6:23**	**6:31**
6:33	**6:40**	**6:51**	**6:58**

Mira Mesa ➡ Miramar ➡ University City

Ⓘ Miramar College Transit Station **DEPART**	Ⓔ Miramar Rd. & Black Mountain Rd.	Ⓓ Miramar Rd. & Miramar Mall	Ⓒ UTC Transit Center **ARRIVE**
5:39a	5:46a	5:59a	6:07a
6:09	6:16	6:29	6:37
6:39	6:47	7:00	7:09
7:07	7:16	7:29	7:39
7:38	7:47	8:00	8:10
8:08	8:17	8:30	8:40
8:38	8:47	9:00	9:10
9:09	9:17	9:29	9:38
2:43p	**2:50p**	**3:02p**	**3:12p**
3:11	**3:18**	**3:30**	**3:40**
3:41	**3:48**	**4:00**	**4:10**
4:11	**4:18**	**4:30**	**4:40**
4:41	**4:48**	**5:01**	**5:12**
5:11	**5:18**	**5:31**	**5:42**
5:49	**5:56**	**6:07**	**6:16**

Route 31 does not operate on weekends or on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas
La ruta 31 no ofrece servicio durante el fin de semana o durante los siguientes días festivos y feriados observados

Route 921 – Monday through Friday / *lunes a viernes*

University City ➡ Sorrento Valley ➡ Mira Mesa

Ⓒ UTC Transit Center **DEPART**	Ⓕ Mira Mesa Bl. & Pacific Heights Bl.	Ⓖ Mira Mesa Bl. & Camino Santa Fe	Ⓗ Mira Mesa Bl. & Camino Ruiz	Ⓘ Miramar College Transit Station **ARRIVE**
6:17a	6:33a	6:38a	6:44a	6:53a
6:41	6:57	7:02	7:08	7:17
7:11	7:27	7:32	7:38	7:47
7:35	7:53	7:59	8:06	8:15
8:05	8:23	8:29	8:36	8:45
8:35	8:53	8:59	9:06	9:15
9:08	9:24	9:29	9:36	9:45
9:38	9:54	9:59	10:06	10:15
10:08	10:24	10:29	10:36	10:45
10:38	10:54	10:59	11:06	11:15
11:08	11:24	11:29	11:36	11:45
11:38	11:54	11:59	**12:06p**	**12:15p**
12:08p	**12:24p**	**12:29p**	**12:36**	**12:45**
12:38	**12:54**	**12:59**	**1:06**	**1:15**
1:06	**1:23**	**1:28**	**1:35**	**1:45**
1:36	**1:53**	**1:58**	**2:05**	**2:15**
2:11	**2:28**	**2:33**	**2:40**	**2:50**
2:41	**2:58**	**3:03**	**3:10**	**3:20**
3:11	**3:28**	**3:33**	**3:40**	**3:50**
3:39	**3:56**	**4:02**	**4:09**	**4:20**
4:06	**4:24**	**4:30**	**4:38**	**4:50**
4:36	**4:54**	**5:00**	**5:08**	**5:20**
5:06	**5:24**	**5:30**	**5:38**	**5:50**
5:31	**5:49**	**5:55**	**6:03**	**6:15**
6:04	**6:21**	**6:26**	**6:34**	**6:45**
6:36	**6:53**	**6:58**	**7:05**	**7:15**
7:07	**7:24**	**7:29**	**7:36**	**7:46**

Mira Mesa ➡ Sorrento Valley ➡ University City

Ⓘ Miramar College Transit Station **DEPART**	Ⓗ Mira Mesa Bl. & Camino Ruiz	Ⓖ Mira Mesa Bl. & Camino Santa Fe	Ⓕ Pacific Heights Bl. & Mira Mesa Bl.	Ⓒ UTC Transit Center **ARRIVE**
5:35a	5:44a	5:50a	5:55a	6:12a
6:09	6:18	6:24	6:29	6:47
6:39	6:48	6:54	6:59	7:16
7:09	7:19	7:26	7:31	7:50
7:39	7:49	7:56	8:01	8:20
8:09	8:19	8:26	8:31	8:50
8:39	8:49	8:56	9:01	9:20
9:09	9:19	9:26	9:31	9:50
9:44	9:53	9:59	10:04	10:22
10:14	10:23	10:29	10:34	10:52
10:44	10:53	10:59	11:04	11:22
11:14	11:23	11:29	11:34	11:52
11:44	11:53	11:59	**12:04p**	**12:22p**
12:14p	**12:23p**	**12:29p**	**12:34**	**12:52**
12:44	**12:53**	**12:59**	**1:04**	**1:22**
1:14	**1:23**	**1:29**	**1:34**	**1:52**
1:44	**1:53**	**1:59**	**2:04**	**2:22**
2:14	**2:23**	**2:29**	**2:34**	**2:54**
2:39	**2:48**	**2:54**	**2:59**	**3:21**
3:06	**3:15**	**3:21**	**3:26**	**3:48**
3:36	**3:45**	**3:51**	**3:56**	**4:18**
4:07	**4:16**	**4:22**	**4:27**	**4:49**
4:37	**4:46**	**4:52**	**4:57**	**5:19**
5:07	**5:16**	**5:22**	**5:27**	**5:49**
5:37	**5:46**	**5:52**	**5:57**	**6:19**
6:07	**6:16**	**6:22**	**6:27**	**6:46**
6:35	**6:44**	**6:50**	**6:55**	**7:14**

Route 921A – Saturday and Sunday / *sábado y domingo*

University City ➡ Sorrento Valley ➡ Mira Mesa

	Ⓐ Gilman Transit Center (UCSD) **DEPART**	Ⓑ La Jolla Village Dr. & Genesee Av.	Ⓕ Mira Mesa Bl. & Pacific Heights Bl.	Ⓖ Mira Mesa Bl. & Camino Santa Fe	Ⓗ Camino Ruiz & Mira Mesa Bl.	Ⓘ Miramar College Transit Station **ARRIVE**
A	7:19a	7:29a	7:37a	7:40a	7:45a	7:57a
A	8:19	8:29	8:37	8:40	8:45	8:57
A	9:19	9:30	9:39	9:42	9:48	10:01
A	10:19	10:30	10:39	10:42	10:48	11:01
A	11:19	11:30	11:39	11:42	11:48	**12:01p**
A	**12:19p**	**12:30p**	**12:39p**	**12:42p**	**12:48p**	**1:01**
A	**1:19**	**1:30**	**1:39**	**1:42**	**1:48**	**2:01**
A	**2:19**	**2:30**	**2:39**	**2:42**	**2:48**	**3:01**
A	**3:19**	**3:30**	**3:39**	**3:42**	**3:48**	**4:01**
A	**4:19**	**4:30**	**4:39**	**4:42**	**4:48**	**5:01**
A	**5:18**	**5:29**	**5:38**	**5:41**	**5:47**	**6:00**
A	**6:18**	**6:29**	**6:38**	**6:41**	**6:47**	**7:00**
A	**7:22**	**7:32**	**7:40**	**7:43**	**7:48**	**8:00**

Mira Mesa ➡ Sorrento Valley ➡ University City

	Ⓘ Miramar College Transit Station **DEPART**	Ⓗ Mira Mesa Bl. & Camino Ruiz	Ⓖ Mira Mesa Bl. & Camino Santa Fe	Ⓕ Mira Mesa Bl. & Pacific Heights Bl.	Ⓑ La Jolla Village Dr. & Genesee Av.	Ⓐ Gilman Transit Center (UCSD) **ARRIVE**
A	7:27a	7:39a	7:44a	7:47a	7:55a	8:04a
A	8:27	8:39	8:44	8:47	8:55	9:04
A	9:28	9:42	9:47	9:50	9:59	10:09
A	10:28	10:42	10:47	10:50	10:59	11:09
A	11:28	11:42	11:47	11:50	11:59	**12:09p**
A	**12:28p**	**12:42p**	**12:47p**	**12:50p**	**12:59p**	**1:09**
A	**1:28**	**1:42**	**1:47**	**1:50**	**1:59**	**2:09**
A	**2:28**	**2:42**	**2:47**	**2:50**	**2:59**	**3:09**
A	**3:28**	**3:42**	**3:47**	**3:50**	**3:59**	**4:09**
A	**4:27**	**4:41**	**4:46**	**4:49**	**4:58**	**5:08**
A	**5:27**	**5:41**	**5:46**	**5:49**	**5:58**	**6:08**
A	**6:27**	**6:41**	**6:46**	**6:49**	**6:58**	**7:08**

A = Saturday/Sunday trips have an alternate routing in Mira Mesa & Sorrento Mesa. See map. / *Viajes de sábado/domingo tienen ruta alternativa en Mira Mesa y Sorrento Mesa. Vea el mapa.*

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

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COASTER CONNECTION

Sorrento Valley COASTER Station

972 Sorrento Mesa

973 Carroll Canyon

974 UC San Diego

978 Torrey Pines

979 North University City

06/20

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Route Alerts, Updated Schedules, Connections & More

CASH FARES / *Tarifas en efectivo*

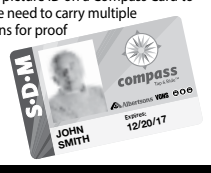
The Sorrento Valley COASTER Connection is a free service for COASTER passengers! This service is provided as a courtesy by the Metropolitan Transit System and the North County Transit District.

¡El Sorrento Valley COASTER Connection es un servicio gratuito para los pasajeros del COASTER! Este servicio es proveído como cortesía por el Metropolitan Transit System y el North County Transit District.

compass card

S/D/M and Youth Compass Card
All riders using reduced fares must comply with one of the following options:

Option 1 *(Recommended by MTS)*
MTS offers a picture ID on a Compass Card to eliminate the need to carry multiple identifications for proof of eligibility.



Option 2
Riders using a standard S/D/M or Youth Compass Card or a one-way ticket must carry supporting identification to prove eligibility.



*For additional benefits of **Option 1** and or list of valid forms of ID for **Option 2** go to: sdmts.com/reduced-fares*

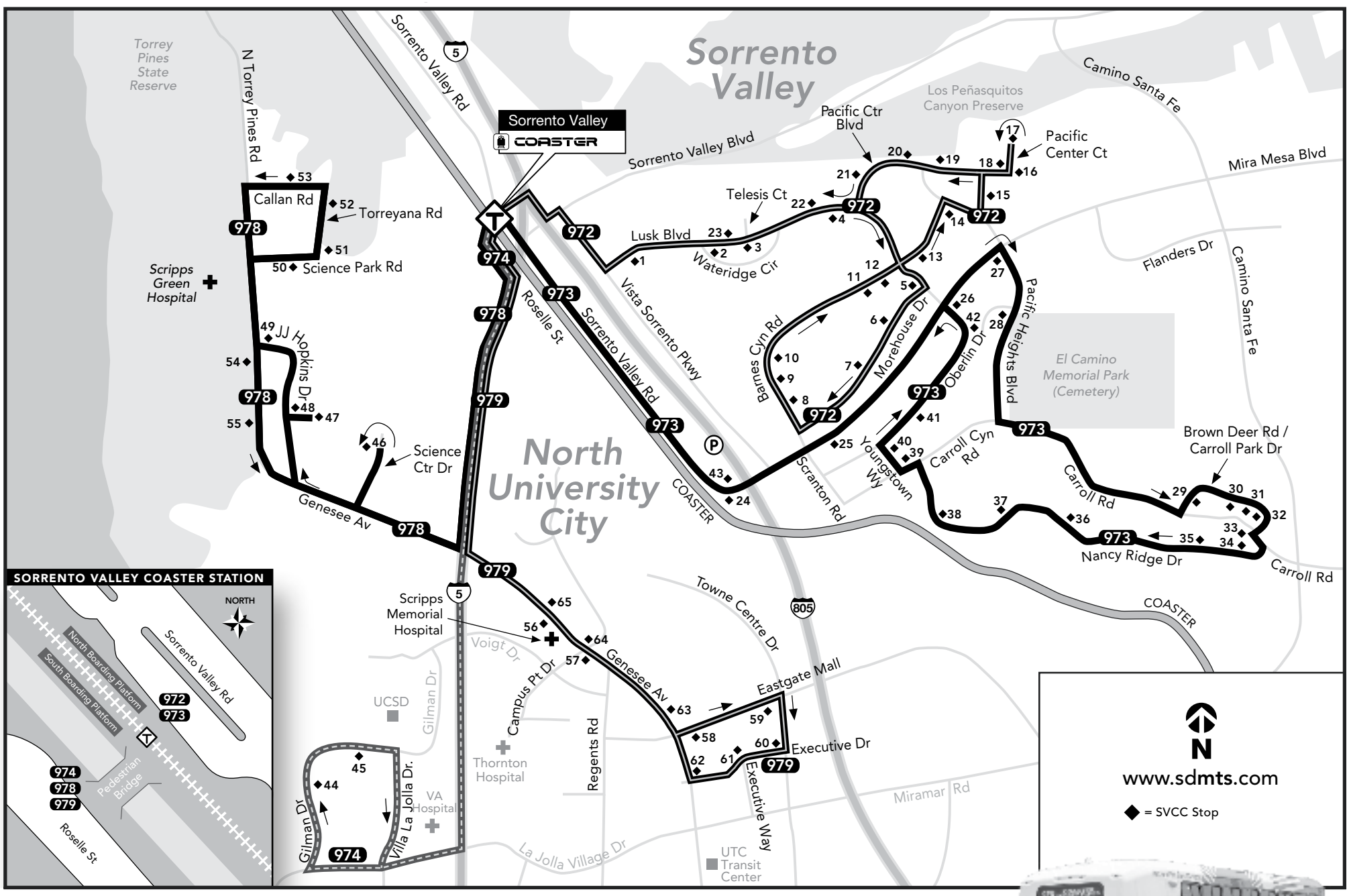
DIRECTORY / *Directorio*

MTS Information & Trip Planning *MTS Información y planeo de viaje*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
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MTS Security *MTS Seguridad*	**(619) 595-4960**
Lost & Found *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com**.

*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a **sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***



COASTER

Oceanside ➡ San Diego

	Morning (AM)		Afternoon/Evening (PM)	
Oceanside	6:33a	7:40a	**3:32p**	**5:41p**
Carlsbad Village	6:37	7:44	**3:36**	**5:46**
Carlsbad Poinsettia	6:42	7:49	**3:43**	**5:51**
Encinitas	6:50	7:56	**3:49**	**5:56**
Solana Beach	6:57	8:01	**3:54**	**6:01**
Sorrento Valley	7:08	8:12	**4:03**	**6:12**
Old Town	7:30	8:37	**4:28**	**6:38**
San Diego	7:38	8:45	**4:35**	**6:46**

San Diego ➡ Oceanside

	Morning (AM)		Afternoon/Evening (PM)	
San Diego	6:15a	7:39a	**4:21p**	**4:53p**
Old Town	6:23	7:47	**4:29**	**5:01**
Sorrento Valley	6:45	8:10	**4:51**	**5:24**
Solana Beach	6:57	8:23	**5:00**	**5:34**
Encinitas	7:03	8:30	**5:08**	**5:40**
Carlsbad Poinsettia	7:09	8:36	**5:14**	**5:46**
Carlsbad Village	7:15	8:42	**5:21**	**5:52**
Oceanside	7:20	8:47	**5:28**	**5:58**

COASTER schedule shown is effective March 23, 2020 and is subject to change without notice. This may not reflect the most current schedule. Only trips that connect with the Sorrento Valley COASTER Connection are shown. Additional days and times of service can be found at www.gonctd.com.

COASTER calendario que se muestra es a partir del 23 del marzo de 2020 y está sujeto a cambios sin previo aviso. Esto puede no reflejar el calendario más actual. Sólo los viajes que conectan con el Sorrento Valley COASTER Connection se muestran. Días adicionales y las horas de servicio se pueden encontrar en www.gonctd.com.



ROUTE DEVIATIONS / *Desviaciones de la Ruta*

The SVCC is a demand-response service that will provide a route deviation of up to 3/4 of a mile off an operating SVCC route for requesting passengers traveling to or from the Sorrento Valley COASTER Station. This service is provided anywhere in the SVCC service area during the corresponding hours that the SVCC service operates. Lift-equipped buses are available. To ensure availability, please call (877) 841-3278 at least one hour before your trip to schedule a curb-to-curb trip.

El SVCC es un servicio de demanda-respuesta que proveerá una desviación de ruta de hasta 3/4 de milla de una ruta SVCC operativa a pasajeros que viajen a y de Sorrento Valley COASTER Station. Este servicio es proveído en cualquier parte del la área de servicio del SVCC, durante las horas correspondientes al servicio que SVCC opera. Autobuses equipados para levantar sillas también están disponibles. Para asegurarse de su disponibilidad, por favor hable al (877) 841-3278 por lo menos una hora antes de su viaje para fijar el horario de su viaje de banqueta-a-banqueta.

COMMUTER TAX BENEFIT PROGRAM FOR EMPLOYERS / *Programa de Asistencia de Tránsito del Empleador*

Employers can provide their employees a payroll tax deduction for riding transit to work of up to $125 per month. Employers benefit from this program through reduced payroll taxes and other business deductions. For more information about this and other free commuter services for employers visit iCommuteSD.com or call 511 and say "iCommute."

Los empleadores pueden proporcionar a sus empleados una deducción de los impuestos sobre nóminas de hasta $125 dólares al mes por trasladarse al trabajo usando el transporte interurbano. Los empleadores sacan provecho de este programa mediante menores impuestos sobre nómina y otras deducciones empresariales. Para mayores informes sobre éste y otros servicios gratuitos para pasajeros interurbanos para los empleadores, favor de visitar iCommuteSD.com o llamar al 511 y decir 'iCommute'.

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*

Route 972 – Monday through Friday / *lunes a viernes*

Sorrento Mesa ➡ Sorrento Valley COASTER Station

		Morning (AM)		Afternoon/Evening (PM)	
Ⓣ	Sorrento Valley COASTER Station **DEPART***	7:10a	8:16a	—	**4:40p**
1	10525 Vista Sorrento	⋮	⋮	⋮	⋮
2	EB Lusk Blvd & Wateridge Circle (after intersection)	⋮	⋮	⋮	⋮
3	EB Lusk Blvd & Telesis Ct. (after intersection)	⋮	⋮	⋮	⋮
4	Across from 6455 Lusk Blvd.	7:17	8:23	**4:14p**	**4:49**
5	10225 Lusk Blvd. (electrical boxes)	⋮	⋮	⋮	⋮
6	Across from 5525 Morehouse Drive	⋮	⋮	⋮	⋮
7	5510 Morehouse Drive	⋮	⋮	⋮	⋮
8	5424 Scranton Road	⋮	⋮	⋮	⋮
9	9605 Scranton Road	⋮	⋮	⋮	⋮
10	9805 Scranton Road	⋮	⋮	⋮	⋮
11	10055 Barnes Canyon Road	⋮	⋮	⋮	⋮
12	10225 Barnes Canyon Road	⋮	⋮	⋮	⋮
13	EB Barnes Canyon Road & Lusk Blvd. (after intersection)	7:23	8:29	**4:20**	**4:55**
14	EB Barnes Canyon Road & Pacific Heights Blvd. (before turn)	⋮	⋮	⋮	⋮
15	10211 Pacific Mesa Blvd.	⋮	⋮	⋮	⋮
16	10309 Pacific Center Ct.	⋮	⋮	⋮	⋮
17	10450 Pacific Center Ct.	⋮	⋮	⋮	⋮
18	5910 Pacific Center Blvd.	⋮	⋮	⋮	⋮
19	5788 Pacific Center Blvd.	⋮	⋮	⋮	⋮
20	5764 Pacific Center Blvd.	⋮	⋮	⋮	⋮
21	WB Pacific Center Blvd & McKellar Ct. (after intersection)	⋮	⋮	⋮	⋮
22	Qualcomm Design Center (45 mph sign)	7:31	8:37	**4:28**	**5:03**
23	WB Lusk Blvd & Telesis Ct. (after intersection)	⋮	⋮	⋮	⋮
Ⓣ	Sorrento Valley COASTER Station **ARRIVE**	7:37	—	**4:37**	**5:12**

Route 973 – Monday through Friday / *lunes a viernes*

Carroll Canyon ➡ Sorrento Valley COASTER Station

		Morning (AM)		Afternoon/Evening (PM)	
Ⓣ	Sorrento Valley COASTER Station **DEPART***	7:10a	8:22a	—	**4:41p**
24	10240 Sorrento Valley Road	⋮	⋮	⋮	⋮
25	EB Mira Mesa Blvd. & Scranton Road (after intersection)	⋮	⋮	⋮	⋮
26	EB Mira Mesa Blvd. & Oberlin Drive (after intersection)	⋮	⋮	⋮	⋮
27	Pacific Heights Blvd. & Mira Mesa Blvd. (after turn, electrical boxes)	7:18	8:30	**4:14p**	**4:49**
28	Pacific Heights Blvd. & Cornerstone Ct. (after intersection)	⋮	⋮	⋮	⋮
29	Brown Deer Road & Ferris Square (at pedestrian crossing sign)	⋮	⋮	⋮	⋮
30	9215 Brown Deer Road	⋮	⋮	⋮	⋮
31	9339 Carroll Park Drive	⋮	⋮	⋮	⋮
32	9449 Carroll Park Drive	⋮	⋮	⋮	⋮
33	Nancy Ridge Drive & Carroll Road (after turn, Carroll Ridge Bus. Park)	7:27	8:39	**4:23**	**4:58**
34	6868 Nancy Ridge Drive	⋮	⋮	⋮	⋮
35	6650 Nancy Ridge Drive	⋮	⋮	⋮	⋮
36	6310 Nancy Ridge Drive	⋮	⋮	⋮	⋮
37	6150 Nancy Ridge Drive (Sorrento Ridge Business Park)	⋮	⋮	⋮	⋮
38	5960 Nancy Ridge Drive (Sorrento Vista Industrial Park)	⋮	⋮	⋮	⋮
39	5280 Carroll Canyon Road	⋮	⋮	⋮	⋮
40	Youngstown Way & Oberlin Drive (before turn, at fire hydrant)	⋮	⋮	⋮	⋮
41	5807 Oberlin Drive	⋮	⋮	⋮	⋮
42	5871 Oberlin Drive (mailboxes)	7:31	8:43	**4:27**	**5:02**
43	Across street from 10260 Sorrento Valley Rd.	⋮	⋮	⋮	⋮
Ⓣ	Sorrento Valley COASTER Station **ARRIVE**	7:40	—	**4:37**	**5:12**

Route 974 – Monday through Friday / *lunes a viernes*

UC San Diego ➡ Sorrento Valley COASTER Station

		Morning (AM)		Afternoon/Evening (PM)	
Ⓣ	Sorrento Valley COASTER Station **DEPART***	7:10a	8:19a	—	**4:47p**
44	Gilman Drive & Eucalyptus Grove Lane	⋮	⋮	⋮	⋮
45	Gilman Transit Center (UCSD)	7:20	8:29	**4:23p**	**4:59**
Ⓣ	Sorrento Valley COASTER Station **ARRIVE**	7:32	—	**4:37**	**5:13**

Route 978 – Monday through Friday / *lunes a viernes*

Torrey Pines ➡ Sorrento Valley COASTER Station

		Morning (AM)		Afternoon/Evening (PM)	
Ⓣ	Sorrento Valley COASTER Station **DEPART***	7:14a	8:24a	—	**4:40p**
46	10350 Science Center Drive	7:20	8:30	**4:16p**	**4:48**
47	General Atomics Court (at end of turnaround)	⋮	⋮	⋮	⋮
48	General Atomics Court & John Hopkins Drive (before turn)	⋮	⋮	⋮	⋮
49	John Hopkins Drive & North Torrey Pines Road (before turn)	⋮	⋮	⋮	⋮
50	3033 Science Park Road	⋮	⋮	⋮	⋮
51	Torreyana Rd. & Road to the Cure (before intersection)	7:27	8:37	**4:23**	**4:55**
52	Torreyana Rd. & Callan Road (before turn)	⋮	⋮	⋮	⋮
53	11099 Callan Road	⋮	⋮	⋮	⋮
54	10666 North Torrey Pines Road	7:30	8:40	**4:26**	**4:58**
55	3366 North Torrey Pines Road	⋮	⋮	⋮	⋮
Ⓣ	Sorrento Valley COASTER Station **ARRIVE**	7:46	—	**4:37**	**5:10**

Route 979 – Monday through Friday / *lunes a viernes*

University City ➡ Sorrento Valley COASTER Station

		Morning (AM)		Afternoon/Evening (PM)	
Ⓣ	Sorrento Valley COASTER Station **DEPART***	7:10a	8:17a	—	**4:46p**
56	SB Genesee Ave. & Scripps Driveway (after intersection)	⋮	⋮	⋮	⋮
57	SB Genesee Ave. & Campus Point Drive (after intersection)	7:17	8:24	**4:20p**	**4:53**
58	EB Eastgate Mall & Easter Way (before intersection)	⋮	⋮	⋮	⋮
59	EB Eastgate Mall & Towne Centre Way (before turn)	⋮	⋮	⋮	⋮
60	Towne Centre Way & Executive Drive (before turn)	⋮	⋮	⋮	⋮
61	Executive Drive & Executive Way	7:22	8:29	**4:25**	**4:58**
62	NB Genesee Ave. & Executive Drive (after turn)	⋮	⋮	⋮	⋮
63	NB Genesee Ave. & Eastgate Mall (after intersection)	⋮	⋮	⋮	⋮
64	NB Genesee Ave. & Campus Point Drive (after intersection)	⋮	⋮	⋮	⋮
65	NB Genesee Ave. & Scripps Driveway (after intersection)	⋮	⋮	⋮	⋮
Ⓣ	Sorrento Valley COASTER Station **ARRIVE**	7:32	—	**4:40**	**5:13**

Routes 972, 973, 974, 978, and 979 do not operate on weekends or on the observation of the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas
Las rutas 972, 973, 974, 978 y 979 no ofrecen servicio durante el fin de semana ó durante los siguientes días festivos: Año Nuevo, Memorial Day, Día de la Independencia (E.E.U.U.), Labor Day, Día de Acción de Gracias, y Navidad

* All morning departures from Sorrento Valley COASTER Station wait for the arriving southbound train. Morning buses may depart the station earlier than time shown, once all passengers have transferred from the designated COASTER train. Afternoon departures from Sorrento Valley COASTER Station may leave up to ten minutes earlier than shown.

Todas las salidas de Sorrento Valley COASTER Station en la mañana esperan la llegada del tren hacia el sur. En la mañana, cuando todos los pasajeros del COASTER se han trasladado a los autobuses, los autobuses podrán salir de la estación, aunque sea unos minutos antes del horario. En la tarde, las salidas de Sorrento Valley COASTER Station pueden salir hasta diez minutos antes de lo mostrado.

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses. / *Los horarios e información que se indican en este itineratio están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.*

Appendix D: Signal Timing and Traffic Count Data

The page is left blank intentionally. The attachment is provided on the following page.

Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 17. Executive Dr, West of Towne Center Dr

Orientation: *East-West*

Date of Count: *Wednesday, May 13, 2015*

Analysts: *DASH*

Weather: *Sunny*

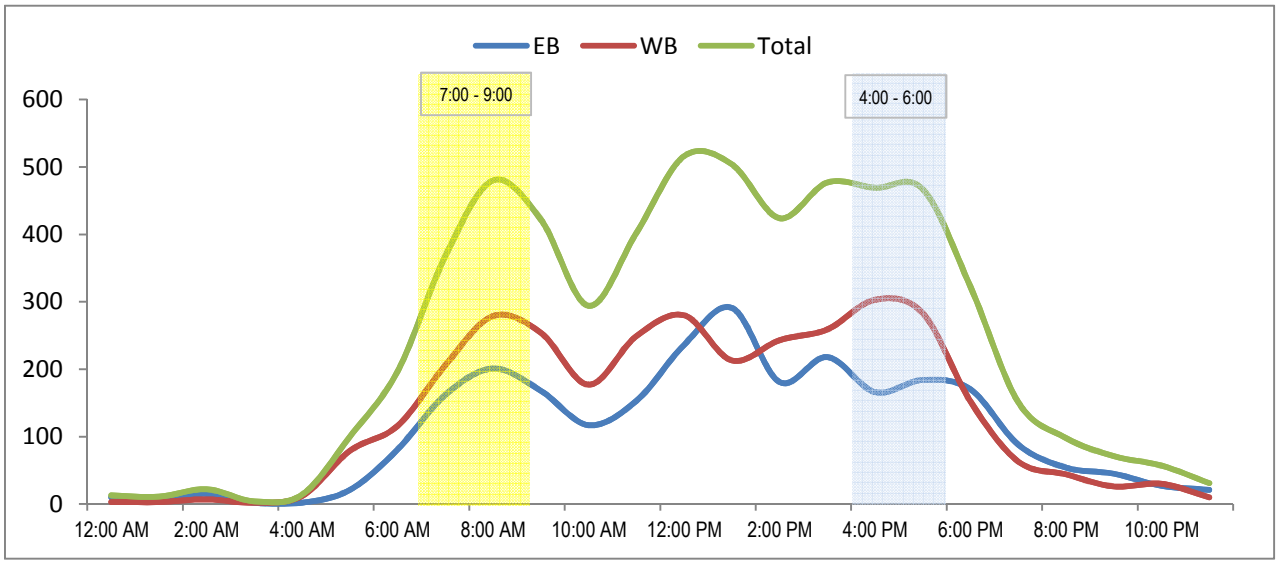
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*5,914*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	10	3	13
1:00 AM - 2:00 AM	8	3	11
2:00 AM - 3:00 AM	15	7	22
3:00 AM - 4:00 AM	2	2	4
4:00 AM - 5:00 AM	2	12	14
5:00 AM - 6:00 AM	21	79	100
6:00 AM - 7:00 AM	81	116	197
7:00 AM - 8:00 AM	162	206	368
8:00 AM - 9:00 AM	201	279	480
9:00 AM - 10:00 AM	168	254	422
10:00 AM - 11:00 AM	117	177	294
11:00 AM - 12:00 PM	153	249	402
Total	**940**	**1,387**	**2,327**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	236	280	516
1:00 PM - 2:00 PM	291	213	504
2:00 PM - 3:00 PM	181	243	424
3:00 PM - 4:00 PM	218	259	477
4:00 PM - 5:00 PM	166	303	469
5:00 PM - 6:00 PM	184	283	467
6:00 PM - 7:00 PM	170	152	322
7:00 PM - 8:00 PM	88	63	151
8:00 PM - 9:00 PM	54	44	98
9:00 PM - 10:00 PM	45	26	71
10:00 PM - 11:00 PM	27	30	57
11:00 PM - 12:00 AM	21	10	31
Total	**1,681**	**1,906**	**3,587**

24-Hour	*EB*	*Volume*	*2,621*	*24-Hour*	*WB*	*Volume*	*3,293*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 76. Executive Way, South of Executive Dr

Orientation: *North-South*

Date of Count: *Tuesday, June 16, 2015*

Analysts: *DASH*

Weather: *Sunny*

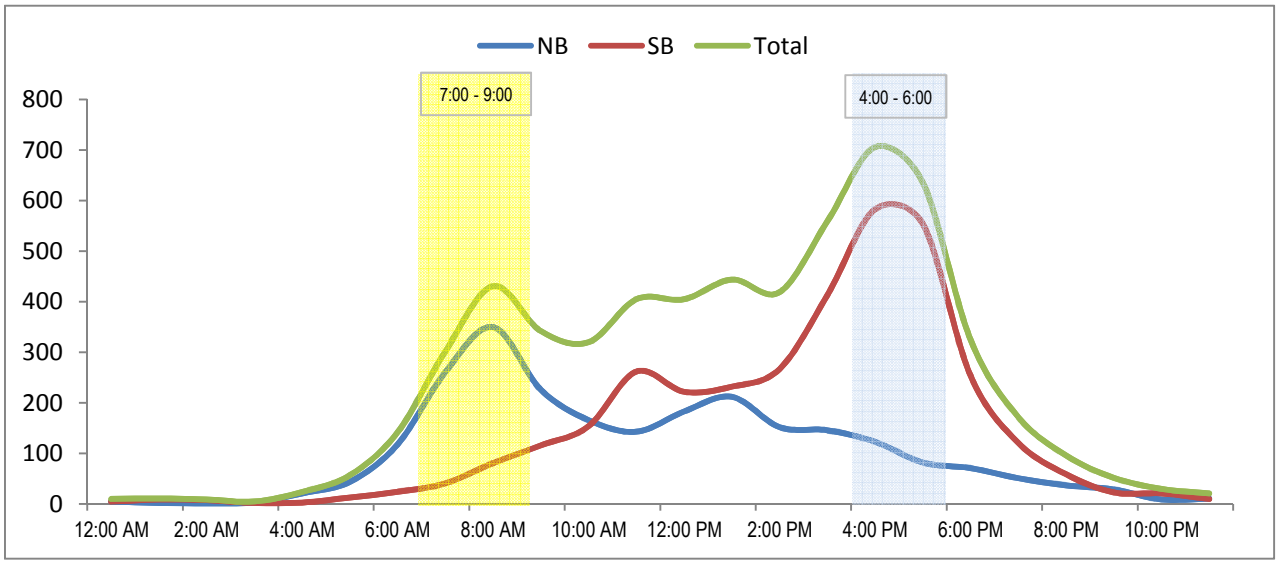
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*5,923*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	5	5	10
1:00 AM - 2:00 AM	2	9	11
2:00 AM - 3:00 AM	1	8	9
3:00 AM - 4:00 AM	3	2	5
4:00 AM - 5:00 AM	21	3	24
5:00 AM - 6:00 AM	44	13	57
6:00 AM - 7:00 AM	118	24	142
7:00 AM - 8:00 AM	261	41	302
8:00 AM - 9:00 AM	350	81	431
9:00 AM - 10:00 AM	226	116	342
10:00 AM - 11:00 AM	166	154	320
11:00 AM - 12:00 PM	143	262	405
Total	**1,340**	**718**	**2,058**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	183	222	405
1:00 PM - 2:00 PM	212	232	444
2:00 PM - 3:00 PM	152	267	419
3:00 PM - 4:00 PM	146	413	559
4:00 PM - 5:00 PM	123	583	706
5:00 PM - 6:00 PM	82	554	636
6:00 PM - 7:00 PM	71	254	325
7:00 PM - 8:00 PM	51	121	172
8:00 PM - 9:00 PM	37	59	96
9:00 PM - 10:00 PM	29	23	52
10:00 PM - 11:00 PM	9	21	30
11:00 PM - 12:00 AM	11	10	21
Total	**1,106**	**2,759**	**3,865**

24-Hour	*NB*	*Volume*	*2,446*	*24-Hour*	*SB*	*Volume*	*3,477*



TUESDAY MAY 23, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Towne Centre Drive (Between Eastgate Mall and Executive Drive)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	4		12					12:00	106		121				
00:15	4		8					12:15	97		116				
00:30	2		6					12:30	105		105				
00:45	5	15	5	31			46	12:45	158	466	122	464			930
01:00	6		4					13:00	160		135				
01:15	5		5					13:15	129		114				
01:30	1		2					13:30	101		141				
01:45	6	18	3	14			32	13:45	122	512	135	525			1037
02:00	1		4					14:00	78		125				
02:15	3		2					14:15	79		141				
02:30	4		1					14:30	65		133				
02:45	2	10	2	9			19	14:45	60	282	128	527			809
03:00	5		4					15:00	64		159				
03:15	1		2					15:15	72		166				
03:30	4		1					15:30	52		174				
03:45	10	20	6	13			33	15:45	59	247	184	683			930
04:00	6		8					16:00	58		188				
04:15	15		4					16:15	51		225				
04:30	17		9					16:30	54		205				
04:45	32	70	12	33			103	16:45	43	206	189	807			1013
05:00	43		8					17:00	62		252				
05:15	64		9					17:15	52		206				
05:30	76		12					17:30	64		214				
05:45	111	294	11	40			334	17:45	41	219	162	834			1053
06:00	119		15					18:00	40		151				
06:15	129		19					18:15	54		135				
06:30	117		20					18:30	31		141				
06:45	213	578	22	76			654	18:45	34	159	152	579			738
07:00	196		33					19:00	27		116				
07:15	242		40					19:15	34		108				
07:30	255		48					19:30	25		88				
07:45	317	1010	51	172			1182	19:45	8	94	95	407			501
08:00	288		66					20:00	19		70				
08:15	237		58					20:15	34		55				
08:30	292		60					20:30	22		51				
08:45	297	1114	51	235			1349	20:45	23	98	40	216			314
09:00	288		54					21:00	20		48				
09:15	220		54					21:15	20		49				
09:30	182		68					21:30	20		50				
09:45	158	848	55	231			1079	21:45	12	72	40	187			259
10:00	106		68					22:00	17		35				
10:15	106		70					22:15	16		22				
10:30	81		55					22:30	7		19				
10:45	86	379	84	277			656	22:45	12	52	12	88			140
11:00	77		95					23:00	12		15				
11:15	96		77					23:15	5		11				
11:30	85		84					23:30	2		9				
11:45	108	366	111	367			733	23:45	8	27	10	45			72
Total Vol.		4722		1498			**6220**			2434		5362			**7796**

Daily Totals

NB	SB	EB	WB	**Combined**
7156	6860			**14016**

	AM			**PM**		
Split %	75.9%	24.1%	**44.4%**	31.2%	68.8%	**55.6%**
Peak Hour	07:45	11:45	**07:45**	12:30	16:15	**16:45**
Volume	1134	453	**1369**	552	871	**1082**
P.H.F.	0.89	0.94	**0.93**	0.91	0.86	**0.86**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Towne Centre Drive (Between Executive Drive and La Jolla Village Drive)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	10		19					12:00	166		219				
00:15	3		11					12:15	181		177				
00:30	9		3					12:30	203		160				
00:45	8	30	9	42			72	12:45	218	768	125	681			1449
01:00	3		11					13:00	218		159				
01:15	4		7					13:15	196		134				
01:30	2		8					13:30	168		138				
01:45	2	11	4	30			41	13:45	168	750	138	569			1319
02:00	3		6					14:00	118		202				
02:15	5		16					14:15	137		153				
02:30	2		13					14:30	136		221				
02:45	3	13	6	41			54	14:45	111	502	183	759			1261
03:00	6		2					15:00	66		254				
03:15	5		6					15:15	106		213				
03:30	2		8					15:30	71		265				
03:45	9	22	2	18			40	15:45	91	334	208	940			1274
04:00	10		8					16:00	84		288				
04:15	13		3					16:15	80		305				
04:30	21		6					16:30	77		278				
04:45	37	81	13	30			111	16:45	81	322	266	1137			1459
05:00	51		6					17:00	88		319				
05:15	99		2					17:15	69		275				
05:30	144		4					17:30	77		284				
05:45	181	475	7	19			494	17:45	91	325	221	1099			1424
06:00	195		21					18:00	120		239				
06:15	225		29					18:15	115		200				
06:30	257		28					18:30	106		174				
06:45	311	988	29	107			1095	18:45	82	423	134	747			1170
07:00	335		33					19:00	65		140				
07:15	361		48					19:15	50		105				
07:30	407		62					19:30	52		81				
07:45	493	1596	66	209			1805	19:45	49	216	85	411			627
08:00	425		72					20:00	44		76				
08:15	408		63					20:15	41		49				
08:30	432		56					20:30	46		44				
08:45	395	1660	51	242			1902	20:45	36	167	29	198			365
09:00	387		76					21:00	21		50				
09:15	314		75					21:15	38		45				
09:30	231		70					21:30	35		39				
09:45	221	1153	58	279			1432	21:45	18	112	29	163			275
10:00	174		81					22:00	22		37				
10:15	144		81					22:15	30		27				
10:30	111		85					22:30	21		32				
10:45	130	559	112	359			918	22:45	18	91	37	133			224
11:00	114		131					23:00	18		24				
11:15	148		140					23:15	17		20				
11:30	151		177					23:30	13		23				
11:45	177	590	191	639			1229	23:45	12	60	20	87			147
Total Vol.		7178		2015			**9193**			4070		6924			**10994**

Daily Totals

NB	SB	EB	WB	**Combined**
11248	8939			**20187**

	AM			**PM**		
Split %	78.1%	21.9%	**45.5%**	37.0%	63.0%	**54.5%**
Peak Hour	07:45	11:30	**07:45**	12:30	16:15	**16:15**
Volume	1758	764	**2015**	835	1168	**1494**
P.H.F.	0.89	0.87	**0.90**	0.98	0.92	**0.92**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Towne Centre Drive (Between La Jolla Village Drive and Golden Haven Drive)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	11		16					12:00	207		172				
00:15	11		15					12:15	187		151				
00:30	11		7					12:30	200		158				
00:45	8	41	9	47			88	12:45	184	778	139	620			1398
01:00	18		9					13:00	194		136				
01:15	8		9					13:15	219		133				
01:30	5		4					13:30	198		98				
01:45	8	39	0	22			61	13:45	199	810	119	486			1296
02:00	4		4					14:00	199		95				
02:15	2		5					14:15	172		120				
02:30	1		5					14:30	212		112				
02:45	1	8	0	14			22	14:45	184	767	113	440			1207
03:00	3		4					15:00	181		99				
03:15	3		4					15:15	146		101				
03:30	2		4					15:30	161		136				
03:45	6	14	8	20			34	15:45	130	618	117	453			1071
04:00	2		4					16:00	174		137				
04:15	2		5					16:15	191		177				
04:30	12		9					16:30	188		184				
04:45	8	24	14	32			56	16:45	170	723	181	679			1402
05:00	12		16					17:00	215		205				
05:15	17		30					17:15	202		244				
05:30	24		28					17:30	235		205				
05:45	32	85	46	120			205	17:45	205	857	244	898			1755
06:00	32		40					18:00	167		177				
06:15	21		46					18:15	145		155				
06:30	55		45					18:30	162		183				
06:45	81	189	48	179			368	18:45	153	627	141	656			1283
07:00	66		55					19:00	129		101				
07:15	105		90					19:15	113		104				
07:30	133		88					19:30	119		88				
07:45	114	418	105	338			756	19:45	125	486	91	384			870
08:00	165		121					20:00	108		87				
08:15	147		140					20:15	95		82				
08:30	151		121					20:30	100		87				
08:45	163	626	119	501			1127	20:45	96	399	71	327			726
09:00	167		110					21:00	121		45				
09:15	180		95					21:15	114		53				
09:30	125		83					21:30	90		68				
09:45	114	586	95	383			969	21:45	51	376	40	206			582
10:00	103		90					22:00	57		74				
10:15	95		88					22:15	47		47				
10:30	134		94					22:30	45		33				
10:45	117	449	107	379			828	22:45	24	173	34	188			361
11:00	109		100					23:00	32		29				
11:15	116		144					23:15	17		31				
11:30	145		147					23:30	27		18				
11:45	164	534	159	550			1084	23:45	37	113	13	91			204
Total Vol.		3013		2585			**5598**			6727		5428			**12155**

Daily Totals

NB	SB	EB	WB	**Combined**
9740	8013			**17753**

	AM			**PM**		
Split %	53.8%	46.2%	**31.5%**	55.3%	44.7%	**68.5%**
Peak Hour	11:45	11:45	**11:45**	17:00	17:00	**17:00**
Volume	758	640	**1398**	857	898	**1755**
P.H.F.	0.92	0.93	**0.92**	0.94	0.92	**0.98**

THURSDAY - NOVEMBER 17TH, 2016 CITY: UTC PROJECT: PTD16-1118-03

EXECUTIVE DR BTN TOWNE CENTRE & JUDICIAL

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		1			12:00			104		66		
00:15			1		3			12:15			71		64		
00:30			3		5			12:30			86		45		
00:45			2	8	0	9	17	12:45			115	376	56	231	607
01:00			1		1			13:00			114		62		
01:15			4		0			13:15			81		38		
01:30			1		2			13:30			79		47		
01:45			2	8	1	4	12	13:45			74	348	63	210	558
02:00			4		1			14:00			63		58		
02:15			4		1			14:15			50		54		
02:30			0		8			14:30			38		64		
02:45			3	11	5	15	26	14:45			50	201	52	228	429
03:00			1		0			15:00			51		89		
03:15			1		1			15:15			42		84		
03:30			6		2			15:30			40		93		
03:45			4	12	2	5	17	15:45			44	177	87	353	530
04:00			4		2			16:00			44		121		
04:15			6		1			16:15			51		88		
04:30			23		0			16:30			40		105		
04:45			34	67	1	4	71	16:45			52	187	99	413	600
05:00			23		4			17:00			66		101		
05:15			44		1			17:15			48		81		
05:30			68		2			17:30			66		77		
05:45			78	213	5	12	225	17:45			61	241	66	325	566
06:00			93		9			18:00			65		76		
06:15			92		10			18:15			69		59		
06:30			84		17			18:30			62		55		
06:45			115	384	11	47	431	18:45			56	252	49	239	491
07:00			116		24			19:00			42		49		
07:15			101		25			19:15			42		38		
07:30			99		37			19:30			40		30		
07:45			116	432	38	124	556	19:45			24	148	17	134	282
08:00			115		41			20:00			20		14		
08:15			105		45			20:15			23		11		
08:30			131		40			20:30			7		8		
08:45			142	493	51	177	670	20:45			10	60	5	38	98
09:00			161		53			21:00			16		7		
09:15			97		36			21:15			9		12		
09:30			83		38			21:30			12		14		
09:45			77	418	32	159	577	21:45			9	46	7	40	86
10:00			69		26			22:00			11		6		
10:15			70		29			22:15			9		6		
10:30			51		39			22:30			10		6		
10:45			69	259	48	142	401	22:45			6	36	1	19	55
11:00			65		47			23:00			8		2		
11:15			79		62			23:15			7		4		
11:30			74		68			23:30			4		3		
11:45			96	314	66	243	557	23:45			5	24	2	11	35
Total Vol.				2619		941	**3560**					2096		2241	**4337**

Daily Totals

NB	SB	EB	WB	**Combined**
		4715	3182	**7897**

	AM			**PM**		
Split %	73.6%	26.4%	**45.1%**	48.3%	51.7%	**54.9%**
Peak Hour	08:15	11:30	**08:15**	12:30	16:00	**12:15**
Volume	539	264	**728**	396	413	**613**
P.H.F.	0.84	0.97	**0.85**	0.86	0.85	**0.87**

Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 13. La Jolla Village Drive East of Genesee Ave

Orientation: *East-West*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

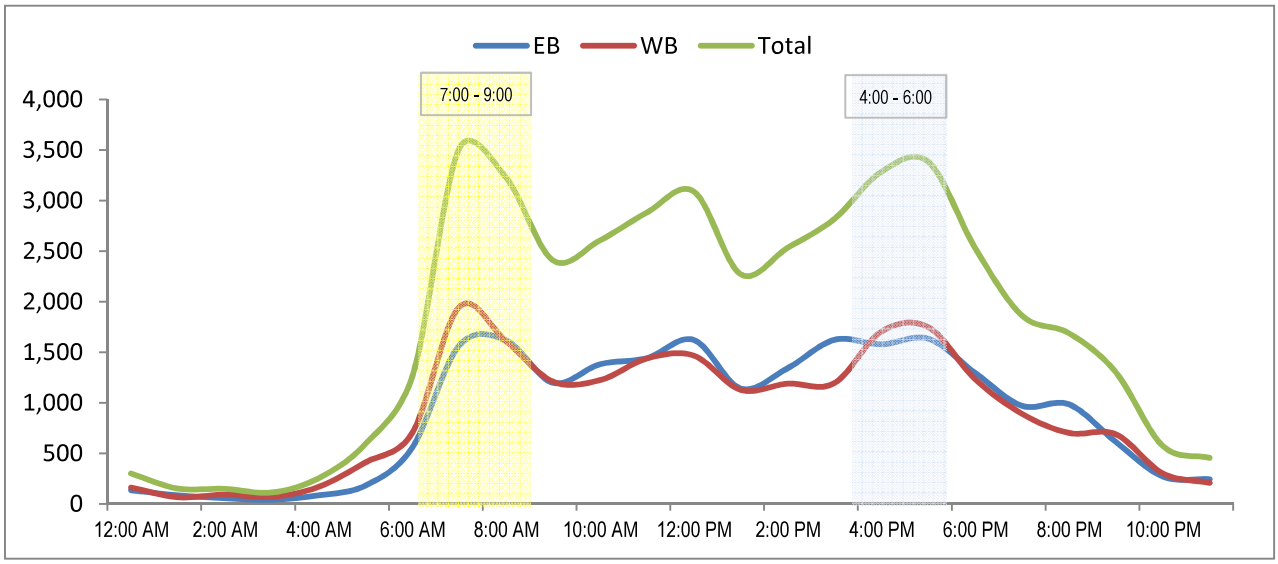
AVC Proj. No: *15-0345*

24 Hour Segment Volume			43,277

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	138	164	302
1:00 AM - 2:00 AM	85	68	153
2:00 AM - 3:00 AM	58	93	151
3:00 AM - 4:00 AM	43	71	114
4:00 AM - 5:00 AM	86	169	255
5:00 AM - 6:00 AM	183	412	595
6:00 AM - 7:00 AM	559	705	1,264
7:00 AM - 8:00 AM	1,567	1,948	3,515
8:00 AM - 9:00 AM	1,617	1,609	3,226
9:00 AM - 10:00 AM	1,198	1,211	2,409
10:00 AM - 11:00 AM	1,382	1,225	2,607
11:00 AM - 12:00 PM	1,443	1,439	2882
Total	**8,359**	**9,114**	**17,473**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,623	1,468	3,091
1:00 PM - 2:00 PM	1,143	1,130	2,273
2:00 PM - 3:00 PM	1,343	1,190	2,533
3:00 PM - 4:00 PM	1,624	1,196	2,820
4:00 PM - 5:00 PM	1,579	1,706	3,285
5:00 PM - 6:00 PM	1,635	1,749	3,384
6:00 PM - 7:00 PM	1,297	1,235	2,532
7:00 PM - 8:00 PM	971	892	1,863
8:00 PM - 9:00 PM	986	703	1,689
9:00 PM - 10:00 PM	614	689	1,303
10:00 PM - 11:00 PM	272	303	575
11:00 PM - 12:00 AM	246	210	456
Total	**13,333**	**12,471**	**25,804**

24-Hour EB Volume	21,692	24-Hour WB Volume	21,585



THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

La Jolla Village Drive (Between Executive Way and Towne Centre Drive)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			58		23			12:00			321		378		
00:15			47		32			12:15			341		383		
00:30			34		12			12:30			375		379		
00:45			33	172	20	87	259	12:45			339	1376	359	1499	2875
01:00			31		22			13:00			372		360		
01:15			24		19			13:15			382		360		
01:30			33		12			13:30			378		340		
01:45			20	108	12	65	173	13:45			366	1498	333	1393	2891
02:00			18		11			14:00			416		303		
02:15			30		9			14:15			407		344		
02:30			19		13			14:30			417		327		
02:45			4	71	9	42	113	14:45			394	1634	381	1355	2989
03:00			17		7			15:00			370		361		
03:15			7		9			15:15			350		344		
03:30			15		15			15:30			378		379		
03:45			11	50	26	57	107	15:45			311	1409	411	1495	2904
04:00			11		22			16:00			366		366		
04:15			9		19			16:15			335		492		
04:30			18		53			16:30			322		505		
04:45			24	62	66	160	222	16:45			309	1332	503	1866	3198
05:00			27		77			17:00			374		519		
05:15			40		103			17:15			338		515		
05:30			46		191			17:30			319		496		
05:45			75	188	227	598	786	17:45			302	1333	466	1996	3329
06:00			73		203			18:00			295		452		
06:15			106		243			18:15			292		499		
06:30			148		239			18:30			335		436		
06:45			196	523	290	975	1498	18:45			345	1267	372	1759	3026
07:00			193		251			19:00			310		272		
07:15			230		288			19:15			313		241		
07:30			340		342			19:30			305		191		
07:45			332	1095	403	1284	2379	19:45			281	1209	226	930	2139
08:00			343		355			20:00			290		163		
08:15			330		396			20:15			289		177		
08:30			367		411			20:30			245		145		
08:45			335	1375	380	1542	2917	20:45			262	1086	163	648	1734
09:00			341		399			21:00			236		135		
09:15			294		358			21:15			189		131		
09:30			248		363			21:30			150		125		
09:45			298	1181	384	1504	2685	21:45			128	703	124	515	1218
10:00			255		326			22:00			150		113		
10:15			255		363			22:15			122		86		
10:30			265		356			22:30			130		86		
10:45			274	1049	373	1418	2467	22:45			76	478	87	372	850
11:00			307		341			23:00			93		76		
11:15			281		328			23:15			81		47		
11:30			305		359			23:30			88		35		
11:45			342	1235	391	1419	2654	23:45			72	334	55	213	547
Total Vol.				7109		9151	**16260**					13659		14041	**27700**

Daily Totals

NB	SB	EB	WB	**Combined**
		20768	23192	**43960**

	AM			**PM**		
Split %	43.7%	56.3%	**37.0%**	49.3%	50.7%	**63.0%**
Peak Hour	11:45	08:15	**08:15**	14:00	16:30	**16:30**
Volume	1379	1586	**2959**	1634	2042	**3385**
P.H.F.	0.92	0.96	**0.95**	0.98	0.98	**0.95**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

La Jolla Village Drive (Between Judicial Drive and (I-805 Southbound Ramps)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			72		30			12:00			484		492		
00:15			51		30			12:15			513		490		
00:30			39		17			12:30			517		508		
00:45			37	199	20	97	296	12:45			456	1970	532	2022	3992
01:00			48		16			13:00			533		494		
01:15			28		22			13:15			565		480		
01:30			41		13			13:30			543		443		
01:45			31	148	11	62	210	13:45			547	2188	442	1859	4047
02:00			23		14			14:00			679		347		
02:15			39		12			14:15			579		419		
02:30			33		10			14:30			714		434		
02:45			11	106	10	46	152	14:45			681	2653	445	1645	4298
03:00			17		15			15:00			669		400		
03:15			11		14			15:15			614		398		
03:30			29		21			15:30			663		417		
03:45			16	73	36	86	159	15:45			553	2499	471	1686	4185
04:00			19		34			16:00			680		433		
04:15			7		29			16:15			620		505		
04:30			28		73			16:30			599		539		
04:45			35	89	99	235	324	16:45			581	2480	479	1956	4436
05:00			34		121			17:00			649		513		
05:15			44		186			17:15			630		568		
05:30			53		291			17:30			620		576		
05:45			74	205	355	953	1158	17:45			559	2458	575	2232	4690
06:00			91		353			18:00			562		558		
06:15			106		380			18:15			514		578		
06:30			171		399			18:30			525		520		
06:45			199	567	439	1571	2138	18:45			521	2122	458	2114	4236
07:00			222		465			19:00			502		312		
07:15			259		560			19:15			437		284		
07:30			364		609			19:30			406		271		
07:45			362	1207	676	2310	3517	19:45			412	1757	271	1138	2895
08:00			356		650			20:00			396		194		
08:15			410		656			20:15			359		213		
08:30			365		630			20:30			318		190		
08:45			375	1506	626	2562	4068	20:45			323	1396	192	789	2185
09:00			386		577			21:00			339		142		
09:15			374		535			21:15			292		157		
09:30			343		487			21:30			217		152		
09:45			335	1438	511	2110	3548	21:45			183	1031	140	591	1622
10:00			344		450			22:00			183		135		
10:15			355		493			22:15			150		93		
10:30			368		424			22:30			152		90		
10:45			372	1439	482	1849	3288	22:45			107	592	93	411	1003
11:00			428		421			23:00			116		76		
11:15			407		491			23:15			104		63		
11:30			445		464			23:30			120		44		
11:45			495	1775	482	1858	3633	23:45			106	446	51	234	680
Total Vol.				8752		13739	**22491**					21592		16677	**38269**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			30344	30416	**60760**

	AM			**PM**		
Split %	38.9%	61.1%	**37.0%**	56.4%	43.6%	**63.0%**
Peak Hour	11:45	07:45	**07:45**	14:30	17:30	**17:00**
Volume	2009	2612	**4105**	2678	2287	**4690**
P.H.F.	0.97	0.97	**0.96**	0.94	0.99	**0.98**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Miramar Road (Between I-805 Southbound Ramps and I-805 Northbound Ramps)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			37		50			12:00			362		426		
00:15			27		42			12:15			356		466		
00:30			27		24			12:30			364		484		
00:45			16	107	27	143	250	12:45			378	1460	510	1886	3346
01:00			24		20			13:00			400		475		
01:15			20		26			13:15			409		499		
01:30			20		30			13:30			398		515		
01:45			33	97	15	91	188	13:45			387	1594	455	1944	3538
02:00			17		31			14:00			437		534		
02:15			20		14			14:15			380		492		
02:30			12		20			14:30			402		582		
02:45			15	64	13	78	142	14:45			398	1617	590	2198	3815
03:00			15		16			15:00			402		511		
03:15			14		22			15:15			379		449		
03:30			22		29			15:30			457		515		
03:45			18	69	34	101	170	15:45			394	1632	441	1916	3548
04:00			33		50			16:00			481		505		
04:15			29		41			16:15			466		488		
04:30			35		84			16:30			484		519		
04:45			44	141	98	273	414	16:45			508	1939	544	2056	3995
05:00			55		122			17:00			535		535		
05:15			56		186			17:15			488		506		
05:30			107		289			17:30			490		544		
05:45			153	371	339	936	1307	17:45			430	1943	511	2096	4039
06:00			156		351			18:00			384		434		
06:15			174		431			18:15			315		501		
06:30			224		475			18:30			342		481		
06:45			261	815	385	1642	2457	18:45			295	1336	375	1791	3127
07:00			279		505			19:00			300		287		
07:15			310		464			19:15			226		305		
07:30			377		551			19:30			216		277		
07:45			385	1351	535	2055	3406	19:45			253	995	283	1152	2147
08:00			410		562			20:00			214		194		
08:15			417		480			20:15			235		252		
08:30			375		535			20:30			190		198		
08:45			420	1622	521	2098	3720	20:45			194	833	205	849	1682
09:00			369		500			21:00			214		171		
09:15			394		487			21:15			175		145		
09:30			347		514			21:30			107		168		
09:45			321	1431	490	1991	3422	21:45			110	606	136	620	1226
10:00			325		470			22:00			123		135		
10:15			322		437			22:15			97		135		
10:30			325		425			22:30			70		128		
10:45			321	1293	452	1784	3077	22:45			51	341	123	521	862
11:00			335		452			23:00			56		116		
11:15			332		453			23:15			66		70		
11:30			348		434			23:30			64		64		
11:45			339	1354	497	1836	3190	23:45			60	246	66	316	562
Total Vol.				8715		13028	**21743**					14542		17345	**31887**

Daily Totals	NB	SB	EB	WB	**Combined**
			23257	30373	**53630**

	AM			**PM**		
Split %	40.1%	59.9%	**40.5%**	45.6%	54.4%	**59.5%**
Peak Hour	08:00	07:30	**08:00**	16:45	14:00	**16:45**
Volume	1622	2128	**3720**	2021	2198	**4150**
P.H.F.	0.97	0.95	**0.96**	0.94	0.93	**0.97**

Prepared by National Data & Surveying Services

Trip Gen Study

City: San Diego

DWY#	Trip Generation Outcome		
	In	Out	Outcome
001	6	6	***0***
002	4	3	***1***
Total	10	9	1

Positive Trip Gen Value implies Total Dwy In>Dwy Out while Negative value implies Total Dwy In < Dwy Out

Prepared by National Data & Surveying Services

Driveway Study

Location: Braille Institute Dwy At Executive Dr
City: San Diego
Date: 2/18/2021
Day: Thursday

TIME	Volume	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	0	0
2:45 AM	0	0
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	1	0
8:00 AM	1	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	1	0
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	0	0
10:00 AM	0	1
10:15 AM	1	0
10:30 AM	0	0
10:45 AM	0	0

11:00 AM	0	0
11:15 AM	0	0
11:30 AM	0	0
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	1	0
12:45 PM	0	1
1:00 PM	0	0
1:15 PM	0	0
1:30 PM	0	0
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	0	0
3:15 PM	1	0
3:30 PM	0	0
3:45 PM	0	0
4:00 PM	0	1
4:15 PM	0	0
4:30 PM	0	1
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	2
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	***6***	***6***

Prepared by National Data & Surveying Services

Driveway Study

Location: Braille Institute Dwy At Executive Way
City: San Diego
Date: 2/18/2021
Day: Thursday

TIME	Volume	
	In	Out
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	0	0
2:45 AM	0	0
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	1	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	0	0
7:30 AM	0	0
7:45 AM	0	0
8:00 AM	0	0
8:15 AM	1	0
8:30 AM	1	1
8:45 AM	0	0
9:00 AM	0	0
9:15 AM	0	1
9:30 AM	0	0
9:45 AM	0	0
10:00 AM	0	0
10:15 AM	1	0
10:30 AM	0	0
10:45 AM	0	0

11:00 AM	0	1
11:15 AM	0	0
11:30 AM	0	0
11:45 AM	0	0
12:00 PM	0	0
12:15 PM	0	0
12:30 PM	0	0
12:45 PM	0	0
1:00 PM	0	0
1:15 PM	0	0
1:30 PM	0	0
1:45 PM	0	0
2:00 PM	0	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	0	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	0	0
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Totals	***4***	***3***

INTERSECTION: EXECUTIVE DR & EXECUTIVE WY

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **636**

N/S Street Name: **EXECUTIVE WY**
E/W Street Name: **EXECUTIVE DR**

Last Database Change: **8/6/2012 14:30**

Change Record					
Change	By	Date	Change	By	Date
SUPERLOOP		5/12			

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	11	<C/0+0+0>
Zone Number	11	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	55	<C/0+0+3>
QuicNet Channel	COM46:	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	5.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ---->	PMT							
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	22	0	23	0	19	0	22
2	Min Green	4	7	0	4	4	7	0	4
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	2.9	0.0	2.0	2.0	2.6	0.0	2.3
6	Max Gap	2.0	2.9	0.0	2.0	2.0	2.6	0.0	2.3
7	Min Gap	2.0	0.2	0.0	2.0	2.0	0.2	0.0	0.2
8	Max Limit	30	60	0	40	30	60	0	40
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	1	0	1	0	1	0	1
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	1.1	0.0	0.0	0.0	1.3	0.0	1.4
E	Yellow Change	3.4	3.9	0.0	3.9	3.4	3.9	0.0	3.4
F	Red Clear	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

E	
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F		Row
Permit	12_456_8	0
Red Lock	_____	1
Yellow Lock	_____	2
Min Recall	_2___6__	3
Ped Recall	_____	4
View Set Peds	-----	5
Rest In Walk	_____	6
Red Rest	_____	7
Dual Entry	___4___8	8
Max Recall	_____	9
Soft Recall	_____	A
Max 2	_____	B
Cond. Service	_____	C
Man Cntrl Calls	_____	D
Yellow Start	_2___6__	E
First Phases	___4___8	F

Phase Functions <C+0+F=1>

Overlap Assignments <C+0+E=29>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8
	Overlap Name ---->								
0	Load Switch Number	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Preempt Priority <C+0+E=125>

(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row		C
0	EV-A	0
1	EV-B	0
2	EV-C	0
3	EV-D	0
4	RR-1 *	---
5	RR-2 *	---
6	SE-1	0
7	SE-2	0
8		
9		
A		
B		
C		
D		
E		
F		

Configuration <C+0+E=125>

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	1 5
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

Specials <C+0+F=2>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Coordination Transition Minimums <C+0+C=5>

	2
Phase 1	10
Phase 2	10
Phase 3	10
Phase 4	10
Phase 5	10
Phase 6	10
Phase 7	10
Phase 8	10

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
0	Plan Name ---->										0
1	Cycle Length	100	100	100	100	100	100	100	100	100	1
2	Phase 1 - ForceOff	55	55	55	55	55	55	55	55	55	2
3	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 3 - ForceOff	20	20	20	20	20	20	20	20	20	4
5	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	5
6	Phase 5 - ForceOff	55	55	55	55	55	55	55	55	55	6
7	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 7 - ForceOff	20	20	20	20	20	20	20	20	20	8
9	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	9
A	Ring Offset	0	0	0	0	0	0	0	0	0	A
B	Offset 1	0	0	0	0	0	0	0	0	0	B
C	Offset 2	0	0	0	0	0	0	0	0	0	C
D	Offset 3	0	0	0	0	0	0	0	0	0	D
E	Perm 1 - End	15	15	15	15	15	15	15	15	15	E
F	Hold Release	255	255	255	255	255	255	255	255	255	F
	Zone Offset	0	0	0	0	0	0	0	0	0	

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
0			0
1	Plan 1 - Sync	2 6	1
2	Plan 2 - Sync	2 6	2
3	Plan 3 - Sync	2 6	3
4	Plan 4 - Sync	2 6	4
5	Plan 5 - Sync	2 6	5
6	Plan 6 - Sync	2 6	6
7	Plan 7 - Sync	2 6	7
8	Plan 8 - Sync	2 6	8
9	Plan 9 - Sync	2 6	9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C+0+C=1>

Row		Plan 1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
0	Free Lag	2 4 6 8	0
1	Plan 1 - Lag	2 4 6 8	1
2	Plan 2 - Lag	2 4 6 8	2
3	Plan 3 - Lag	2 4 6 8	3
4	Plan 4 - Lag	2 4 6 8	4
5	Plan 5 - Lag	2 4 6 8	5
6	Plan 6 - Lag	2 4 6 8	6
7	Plan 7 - Lag	2 4 6 8	7
8	Plan 8 - Lag	2 4 6 8	8
9	Plan 9 - Lag	2 4 6 8	9
A	External Lag		A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Dimming	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

Row	Column Numbers ---> / Phase Names --->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Lag Hold Phases	_____	<C/5+1+A>

Coordinated Lag Hold Phases

Sync Output Time	0.0	<C/5+1+C>

7-Wire Master

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	<F/1+D+E>
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Long Failure	0.7	<F/1+0+6>
Short Failure	0.7	<F/1+0+7>

Power Cycle Correction (Default = 0.7)

Row		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Column Numbers ---->	0	1	2	3	-1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	I-2-U	39	45_7_	2	123 8	0.0	1.8
1	J-2-U	40	45_7_	6	123 8	0.0	1.8
2	I-6-U	41	45_7_	4	123 8	0.0	0.0
3	J-6-U	42	45_7_	8	123 8	0.0	1.8
4	I-2-L	43	45_7_	2	123 8	0.0	0.0
5	J-2-L	44	45_7_	6	123 8	0.0	0.0
6	I-6-L	45	45_7_	4	123 8	0.0	0.0
7	J-6-L	46	45_7_	8	123 8	0.0	0.0
8	I-4	47	67_	2	123 8	0.0	0.0
9	J-4	48	67_	6	123 8	0.0	0.0
A	I-8	49	67_	4	123 8	0.0	0.0
B	J-8	50	67_	8	123 8	0.0	0.0
C	J-1	55	45_7_	5	123 8	0.0	0.0
D	I-1	56	45_7_	1	123 8	0.0	0.0
E	J-5	57	45_7_	7	123 8	0.0	0.0
F	I-5	58	45_7_	3	123 8	0.0	0.0

	4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	J-9-U	59	45_7_	5	123 8	0.0	0.0
1	I-9-U	60	45_7_	1	123 8	0.0	0.0
2	J-9-L	61	45_7_	7	123 8	0.0	0.0
3	I-9-L	62	45_7_	3	123 8	0.0	0.0
4	I-3-U	63	45_7_	2	123 8	0.0	0.0
5	J-3-U	64	45_7_	6	123 8	0.0	0.0
6	I-7-U	65	45_7_	4	123 8	0.0	0.0
7	J-7-U	66	45_7_	8	123 8	0.0	0.0
8	I-12-U (Ped)	67	2	2	123 8	0.0	0.0
9	I-13-U (Ped)	68	2	6	123 8	0.0	0.0
A	I-12-L (Ped)	69	2	4	123 8	0.0	0.0
B	I-13-L (Ped)	70	2	8	123 8	0.0	0.0
C	I-3-L	76	45_7_	2	123 8	0.0	0.0
D	J-3-L	77	45_7_	6	123 8	0.0	0.0
E	I-7-L	78	45_7_	4	123 8	0.0	0.0
F	J-7-L	79	45_7_	8	123 8	0.0	0.0

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	Ped / Phase / Overlap								
Column Numbers ---->	1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
Output Port 1		1
Output Port 2		2
Output Port 3		3
Output Port 4		4
Output Port 5		5
Output Port 6		6
Output Port 7		7

Dimming <C+0+E=125>

	D
Number of Digits	0
1 st Digit	0
2 ed Digit	0
3 ed Digit	0
4 th Digit	0
5 th Digit	0
6 th Digit	0
7 th Digit	0
8 th Digit	0
9 th Digit	0
10 th Digit	0
11 th Digit	0
12 th Digit	0
13 th Digit	0
14 th Digit	0
15 th Digit	0

<C+0+C=5>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm		<C/5+F+0>

Disable Alarm Reporting

Time	10	<C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.2>
(Bank 2)

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1 <C+0+E=27>

Notes:

0 <E/27+5+F>
Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2 <C+0+E=28>

Notes:

0 <E/28+5+F>
Limited Service Interval

Min Time (seconds)	4	<F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes)	4	<F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds)	0	<F/1+0+A>

Min Time Between Same Preempts
(Does Not Apply To Railroad Preempt)

Low Pri. Channel	_____	<E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Delay Time (seconds)	0	<F/1+A+D>

Bus Delay

Max Time (seconds)	0	<F/1+A+E>

Max Early Green

Max Time (seconds)	0	<F/1+A+F>

Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

Headway <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

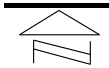
Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: Executive Wy & La Jolla Village Dr

223 Program

Group Assignment:
Field Master Assignment:
N/S Street Name: **Executive Wy**
E/W Street Name: **La Jolla Village Dr**
Last Database Change:
System Ref. Number:



Column # ---->	Phase							
Phase # ---->	1	2	3	4	5	6	7	8
Row								
0	Ped Walk	7				7		7
1	Ped FDW	26				21		33
2	Min Green	4	10			4	10	7	7
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	3.3			2.0	4.4	5.2	2.0
6	Max Gap	2.0	3.3			2.0	4.4	5.2	2.0
7	Min Gap	2.0	0.2			2.0	0.2	0.2	2.0
8	Max Limit	40	60			40	60	40	40
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1	0.1	
D	Every		1.0				0.7	0.6	
E	Yellow	3.4	4.3			3.4	4.3	3.9	3.9
F	Red Clear	1.0	1.0			1.0	1.0	1.0	1.0
	Grade								

Phase Timing - Bank 1
F + Phase + Row
<F Page>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	
RR-2 Clear	
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing
F + E + Row

	F	Row
Permit	12__5678	0
Red Lock		1
Yellow Lock		2
Min Recall	_2___6__	3
Ped Recall		4
Peds (View)	_2___6_8	5
Rest In Walk		6
Red Rest		7
Dbl Entry		8
Max Recall		9
Soft Recall		A
Max 2		B
Cond Serv		C
Ped Lock	12345678	D
Yellow Start	_2___6__	E
1st Phases	_____8	F

<F Page>
F + F + Row

Overlap Timing

	Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
Overlap A	A				
Overlap B	B				
Overlap C	C				
Overlap D	D				

<F Page>
F + COLOR +
<D Page>
D + 0 + OVERLAP

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + O

Start / Revert Times

Drop Number	6	C + 0 + 0
Zone Number	6	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	46	C + 0 + 3
QuicNet Channel	DIGI042:	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2___6_8	0

Lag Phases <C Page>

Manual Plan	14	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Downtime Flash	255	(minutes)

Downtime Before Auto Manual Flash
F + 0 +8

Disable Ports	_234____

Disable Communication Ports
D + D + 9

Timing Sheet By: **CN**
Approved By: JV
Drawing Number: **38564-100-D**
Timing Implemented On: **12/19/2019**

INTERSECTION: Executive Wy & La Jolla Village Dr — 223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

<D Page>

D + F + ROW

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	_2_____
6	Ped 6P	_____6__
7	Ped 4P	
8	Ped 8P	_____8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration 12345678

E + F + ROW

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	_2__5___
B	EV-B Phases	
C	EV-C Phases	1____6__
D	EV-D Phases	
E	Extra 1 Config. Bits	1_345___
F	IC Select (Interconnect)	_2_____

For access, set F + 9 + E = 1

Configuration

E + E + ROW

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Remote Download
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Day of Week

1 = Sunday
2 = Monday
3 = Tuesday
4 = Wednesday
5 = Thursday
6 = Friday
7 = Saturday

Assign 5 Outputs
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 =

Time and Date

8-0 Hour, Minute, Day-of-Week
8-1 Day-of-Month, Year, Month
8-F Seconds

Disable Parity	0	D+B+0

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

Program Information

C + C + 0 = program
C + C + F = version

Remote Download

C + 0 + 4 = 1 -255
w/ E + E + E bit 5 on

INTERSECTION: Executive Wy & La Jolla Village Dr — 223 Program

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0				1I1	
1		1.8		2I2U	
2		1.8		2I2L	
3		1.8		2I3U	
4				2I3L	
5				2I4	
6				3I5	
7				4I6U	
8				4I6L	
9				4I7U	
A				4I7L	
B				4I8	
C				1I9U	
D				3I9L	
E	- - -	- - -	- - -	- - -	- - -
F	- - -	- - -	- - -	- - -	- - -

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0				5J1	
1		1.8		6J2U	
2		1.8		6J2L	
3		1.8		6J3U	
4				6J3L	
5				6J4	
6		1.8		7J5	
7				8J6U	
8				8J6L	
9				8J7U	
A				8J7L	
B				8J8	
C				5J9U	
D				7J9L	
E	- - -	- - -	- - -	- - -	- - -
F	- - -	- - -	- - -	- - -	- - -

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	**12345678**
B	9 10 11 12 -- -- -- --	**1234**____
C	13 14 15 16 17 18 19 20	**12345678**
D	-- -- -- -- 21 22 23 24	____**5678**
E	-- -- -- -- -- -- -- --	**1234**____
F	-- 25 26 27 28 -- -- --	_**2345**___

Active Detectors <D Page>

Row		0 Detector #
0		
1	System Det. # 1	
2	System Det. # 2	
3	System Det. # 3	
4	System Det. # 4	
5	System Det. # 5	
6	System Det. # 6	
7	System Det. # 7	
8	System Det. # 8	

System Detectors <D Page>

Max ON (min)	**5**	D+A+E
Max OFF (min)	**60**	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	**0.5**	F+0+6
Short Failure	**0.5**	F+0+7

Power Cycle Correction (Default = 0.5)

INTERSECTION: Executive Wy & La Jolla Village Dr — 223 Program

Coordination Timing By:
Implemented On:

		Plan								
	Column # ---->	1	2	3	4	5	6	7	8	9
Row	*Plan Name ---->*		MID			AM	PM			
0	Cycle Length		146			140	150			
1	Phase 1 - ForceOff		101			119	96			
2	Phase 2 - ForceOff		0			0	0			
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff									
5	Phase 5 - ForceOff		93			37	93			
6	Phase 6 - ForceOff		0			0	0			
7	Phase 7 - ForceOff		33			61	49			
8	Phase 8 - ForceOff		71			47	95			
9	Ring Offset									
A	Offset A		5			20	5			
B	Offset B									
C	Offset C									
D	Permissive		15			15	15			
E	Hold Release		255			255	255			
F	Ped Shift		5			0	0			

FOR OBSERVATION ONLY

Master Plan	C + A + 2
Current Plan	C + A + 3
Next Plan	C + A + 4
T.O.D. Plan	C + A + 5
Master Cycle	C + A + 0
Ring A Cycle	C + B + 0
Ring B Cycle	C + D + 0
Min Cycle	C + A + E
Max Cycle	C + B + E

12345678

Coordination **<C Page>**

C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	_23456_
1	10 : 00	2	A	_23456_
2	15 : 00	6	A	_23456_
3	19 : 00	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

<9 Key with C+0+9=1>

	E	Row		F
		0	Free Lag	
Plan 1		1	Plan 1 - Lag	
Plan 2	_2___6__	2	Plan 2 - Lag	_2___6_8
Plan 3		3	Plan 3 - Lag	
Plan 4		4	Plan 4 - Lag	
Plan 5	_2___6__	5	Plan 5 - Lag	_2___67_
Plan 6	_2___6__	6	Plan 6 - Lag	1____6_8
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

City of San Diego

INTERSECTION: TOWNE CENTER & EXECUTIVE

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **632**

N/S Street Name: **TOWNE CENTER**
E/W Street Name: **EXECUTIVE**

Last Database Change: **8/6/2012 14:07**

Change Record					
Change	By	Date	Change	By	Date
SUPERLOOP		5/12			

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	7	<C/0+0+0>
Zone Number	7	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	47	<C/0+0+3>
QuicNet Channel	COM46:	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	5.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	20	0	20	0	18	0	21
2	Min Green	4	7	4	4	4	7	4	7
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	3.8	2.0	5.3	2.0	3.8	2.0	5.4
6	Max Gap	2.0	3.8	2.0	5.3	2.0	3.8	2.0	5.4
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	40	30	60	30	40
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	1	0	1	0	1	0	1
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	70.6	0.0	70.6	0.0	70.6	0.0	70.6
E	Yellow Change	3.4	3.9	3.4	3.9	3.4	4.3	3.4	3.9
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

Row		F
0	Permit	12345678
1	Red Lock	
2	Yellow Lock	
3	Min Recall	2 6
4	Ped Recall	
5	*View Set Peds*	-----
6	Rest In Walk	
7	Red Rest	
8	Dual Entry	
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	Yellow Start	2 6
F	First Phases	3 7

Phase Functions <C+0+F=1>

yellow time update 11/06/17 -Shaikh.

Overlap Assignments <C+0+E=29>

Row	Column Numbers --->	Overlap 1	2	3	4	5	6	7	8
	Overlap Name --->								
0	Load Switch Number	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Preempt Priority <C+0+E=125>

(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row		C
0	EV-A	0
1	EV-B	0
2	EV-C	0
3	EV-D	0
4	RR-1 *	---
5	RR-2 *	---
6	SE-1	0
7	SE-2	0
8		
9		
A		
B		
C		
D		
E		
F		

Configuration <C+0+E=125>

Row	Column Numbers --->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	1 5
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

Specials <C+0+F=2>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Coordination Transition Minimums <C+0+C=5>

Row		2
0		
1	Phase 1	10
2	Phase 2	10
3	Phase 3	10
4	Phase 4	10
5	Phase 5	10
6	Phase 6	10
7	Phase 7	10
8	Phase 8	10
9		
A		
B		
C		
D		
E		
F		

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers --->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name --->										
0	Cycle Length	100	100	100	100	100	100	100	100	100	0
1	Phase 1 - ForceOff	55	55	55	55	55	55	55	55	55	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	20	20	20	20	20	20	20	20	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	55	55	55	55	55	55	55	55	55	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	20	20	20	20	20	20	20	20	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	15	15	15	15	15	15	15	15	15	D
E	Hold Release	255	255	255	255	255	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
0			0
1	Plan 1 - Sync	2 6	1
2	Plan 2 - Sync	2 6	2
3	Plan 3 - Sync	2 6	3
4	Plan 4 - Sync	2 6	4
5	Plan 5 - Sync	2 6	5
6	Plan 6 - Sync	2 6	6
7	Plan 7 - Sync	2 6	7
8	Plan 8 - Sync	2 6	8
9	Plan 9 - Sync	2 6	9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C+0+C=1>

Row		Plan 1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
0	Free Lag	2 4 6 8	0
1	Plan 1 - Lag	2 4 6 8	1
2	Plan 2 - Lag	2 4 6 8	2
3	Plan 3 - Lag	2 4 6 8	3
4	Plan 4 - Lag	2 4 6 8	4
5	Plan 5 - Lag	2 4 6 8	5
6	Plan 6 - Lag	2 4 6 8	6
7	Plan 7 - Lag	2 4 6 8	7
8	Plan 8 - Lag	2 4 6 8	8
9	Plan 9 - Lag	2 4 6 8	9
A	External Lag		A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Dimming	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

Row	Column Numbers ⟶ / Phase Names ⟶	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Lag Hold Phases	_____	<C/5+1+A>

Coordinated Lag Hold Phases

Sync Output Time	0.0	<C/5+1+C>

7-Wire Master

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	<F/1+D+E>
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Long Failure	0.7	<F/1+0+6>
Short Failure	0.7	<F/1+0+7>

Power Cycle Correction (Default = 0.7)

Row		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Column Numbers --->	0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	I-2-U	39	45_7_	_2_____	123___8	0.0	1.8
1	J-2-U	40	45_7_	____6__	123___8	0.0	1.8
2	I-6-U	41	45_7_	___4___	123___8	0.0	1.8
3	J-6-U	42	45_7_	_____8_	123___8	0.0	1.8
4	I-2-L	43	45_7_	_2_____	123___8	0.0	0.0
5	J-2-L	44	45_7_	____6__	123___8	0.0	0.0
6	I-6-L	45	45_7_	___4___	123___8	0.0	0.0
7	J-6-L	46	45_7_	_____8_	123___8	0.0	0.0
8	I-4	47	___67_	_2_____	123___8	0.0	0.0
9	J-4	48	___67_	____6__	123___8	0.0	0.0
A	I-8	49	___67_	___4___	123___8	0.0	0.0
B	J-8	50	___67_	_____8_	123___8	0.0	0.0
C	J-1	55	45_7_	___5___	123___8	0.0	0.0
D	I-1	56	45_7_	1_____	123___8	0.0	0.0
E	J-5	57	45_7_	_____7_	123___8	2.0	0.0
F	I-5	58	45_7_	_3_____	123___8	2.0	0.0

	4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	J-9-U	59	45_7_	___5___	123___8	0.0	0.0
1	I-9-U	60	45_7_	1_____	123___8	0.0	0.0
2	J-9-L	61	45_7_	_____7_	123___8	0.0	0.0
3	I-9-L	62	45_7_	_3_____	123___8	0.0	0.0
4	I-3-U	63	45_7_	_2_____	123___8	0.0	0.0
5	J-3-U	64	45_7_	____6__	123___8	0.0	0.0
6	I-7-U	65	45_7_	___4___	123___8	0.0	0.0
7	J-7-U	66	45_7_	_____8_	123___8	0.0	0.0
8	I-12-U (Ped)	67	_2_____	_2_____	123___8	0.0	0.0
9	I-13-U (Ped)	68	_2_____	____6__	123___8	0.0	0.0
A	I-12-L (Ped)	69	_2_____	___4___	123___8	0.0	0.0
B	I-13-L (Ped)	70	_2_____	_____8_	123___8	0.0	0.0
C	I-3-L	76	45_7_	_2_____	123___8	0.0	0.0
D	J-3-L	77	45_7_	____6__	123___8	0.0	0.0
E	I-7-L	78	45_7_	___4___	123___8	0.0	0.0
F	J-7-L	79	45_7_	_____8_	123___8	0.0	0.0

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers --->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0

<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

	D	Row
Output Port 1		0
Output Port 2		1
Output Port 3		2
Output Port 4		3
Output Port 5		4
Output Port 6		5
Output Port 7		6
		7

Dimming <C+0+E=125>

	D
Number of Digits	0
1 st Digit	0
2 ed Digit	0
3 ed Digit	0
4 th Digit	0
5 th Digit	0
6 th Digit	0
7 th Digit	0
8 th Digit	0
9 th Digit	0
10 th Digit	0
11 th Digit	0
12 th Digit	0
13 th Digit	0
14 th Digit	0
15 th Digit	0

<C+0+C=5>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm		<C/5+F+0>

Disable Alarm Reporting

Time	10	<C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.2>
(Bank 2)

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1 <C+0+E=27>

Notes:

0 <E/27+5+F>
Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2 <C+0+E=28>

Notes:

0 <E/28+5+F>
Limited Service Interval

Min Time (seconds) | 4 | <F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes) | 4 | <F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds) | 0 | <F/1+0+A>

Min Time Between Same Preempts

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | _____ | <E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Delay Time (seconds) | 0 | <F/1+A+D>

Bus Delay

Max Time (seconds) | 0 | <F/1+A+E>

Max Early Green

Max Time (seconds) | 0 | <F/1+A+F>

Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

Headway <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: LA JOLLA VILLAGE DR @ TOWNE CENTRE DR — 223 Program

Group Assignment:
Field Master Assignment:
N/S Street Name: TOWNE CENTRE
E/W Street Name: LA JOLLA VILLAGE

N

		LA JOLLA VILLAGE	TOWNE CENTRE		LA JOLLA VILLAGE		TOWNE CENTRE		
Column # ---->		Phase							
Phase # ---->		1	2	3	4	5	6	7	8
Row		1+8							
0	Ped Walk		7		7		7		5
1	Ped FDW		21		29		21		32
2	Min Green	4	10	4	4	4	10	4	4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.5	2.0	4.6	2.0	4.3	2.0	5.2
6	Max Gap	2.0	4.5	2.0	4.6	2.0	4.3	2.0	5.2
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	30	30	60	35	30
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1		0.1		0.1		0.1
D	Every		0.7		0.7		0.7		0.6
E	Yellow	3.4	4.5	3.4	4.3	3.4	4.3	3.4	4.0
F	Red Clear	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1
F + Phase + Row

<F Page>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

F + E + Row

	F	Row
Permit	12345678	0
Red Lock		1
Yellow Lock		2
Min Recall	_2___6__	3
Ped Recall		4
Peds (View)	_2_4_6_8	5
Rest In Walk		6
Red Rest		7
Dbl Entry		8
Max Recall		9
Soft Recall		A
Max 2		B
Cond Serv		C
Ped Lock	12345678	D
Yellow Start	_2___6__	E
1st Phases	__3___7_	F

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + O

Start / Revert Times

Drop Number	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	45	C + 0 + 3
QuicNet Channel	COM 46	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_45__8	0

Lag Phases <C Page>

Overlap Timing

	Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
Overlap A	A				
Overlap B	B				
Overlap C	C				
Overlap D	D				

<F Page> F + COLOR +

<D Page> D + 0 + OVERLAP

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Downtime Flash	255	(minutes)

Downtime Before Auto Manual Flash
F + 0 +8

Disable Ports	_234___

Disable Communication Ports
D + D + 9

Timing Sheet By: M2S
Approved By: FLG
Drawing Number: 29562-3-D
Timing Implemented On: 04/23/10

9

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function <D Page>

7 + ROW D + F + ROW

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	1 8
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration <E Page>

E + F + ROW

Day of Week

1 = Sunday
2 = Monday
3 = Tuesday
4 = Wednesday
5 = Thursday
6 = Friday
7 = Saturday

Assign 5 Outputs
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 = Bus Advance

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	8
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 E + E + ROW

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Remote Download
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Time and Date
8-0 Hour, Minute, Day-of-Week
8-1 Day-of-Month, Year, Month
8-F Seconds

Disable Parity	0	D+B+0

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

Program Information
C + C + 0 = program
C + C + F = version

Remote Download
C + 0 + 4 = 1 -255
w/ E + E + E bit 5 on

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234____
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	____5678
E	-- -- -- -- -- -- -- --	1234____
F	-- 25 26 27 28 -- -- --	_2345___

Active Detectors <D Page>

Row		0 Detector #
0		
1	System Det. # 1	
2	System Det. # 2	
3	System Det. # 3	
4	System Det. # 4	
5	System Det. # 5	
6	System Det. # 6	
7	System Det. # 7	
8	System Det. # 8	

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

INTERSECTION: LA JOLLA VILLAGE DR @ TOWNE CENTRE DR

223 Program

Coordination Timing By: KH&A
Implemented On: 10/13/2009

		Plan								
	Column # →	1	2	3	4	5	6	7	8	9
Row	Plan Name →		MID			AM	PM			
0	Cycle Length		146			140	150			
1	Phase 1 - ForceOff		111			102	96			
2	Phase 2 - ForceOff		0			0	0			
3	Phase 3 - ForceOff		32			33	21			
4	Phase 4 - ForceOff		77			77	67			
5	Phase 5 - ForceOff		16			18	82			
6	Phase 6 - ForceOff		0			0	0			
7	Phase 7 - ForceOff		40			37	67			
8	Phase 8 - ForceOff		77			77	36			
9	Ring Offset									
A	Offset A		140			13	93			
B	Offset B									
C	Offset C									
D	Permissive		17			17	17			
E	Hold Release		255			255	255			
F	Ped Shift		0			0	6			

Coordination <C Page>

C + Plan + ROW

FOR OBSERVATION ONLY

Master Plan	C + A + 2
Current Plan	C + A + 3
Next Plan	C + A + 4
T.O.D. Plan	C + A + 5
Master Cycle	C + A + 0
Ring A Cycle	C + B + 0
Ring B Cycle	C + D + 0
Min Cycle	C + A + E
Max Cycle	C + B + E

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	_23456_
1	10 : 00	2	A	_23456_
2	15 : 00	6	A	_23456_
3	19 : 00	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

<9 Key with C+0+9=1>

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

	E	Row	F
		0	Free Lag
Plan 1		1	Plan 1 - Lag
Plan 2	_2__6__	2	Plan 2 - Lag _2_45__8
Plan 3		3	Plan 3 - Lag
Plan 4		4	Plan 4 - Lag
Plan 5	_2__6__	5	Plan 5 - Lag _2_45__8
Plan 6	_2__6__	6	Plan 6 - Lag _2_4_67_
Plan 7		7	Plan 7 - Lag
Plan 8		8	Plan 8 - Lag
Plan 9		9	Plan 9 - Lag
Coord Ped*		A	Coord Max *
NEMA Hold		B	Coord Lag *
		C	
		D	
		E	
		F	

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: LA JOLLA VILLAGE DR & TOWNE CEN[illegible] DR

223 Pre[illegible]m

Group Assignment:
Field Master Assignment:

N/S Street Name: TOWNE CENTRE DR
E/W Street Name: LA JOLLA VILLAGE DR

Last Database Change: N/A
System Ref. Number: N/A

		LJ VILLAGE DR	TOWNE CENTRE DR	LJ VILLAGE DR	TOWNE CENTRE DR							
Column # --->		Phase										
Phase # --->		1	2	3	4	5	6	7	8	E	F	
Row												Row
0	Ped Walk		7		7		7		5	RR-1 Delay		Permit 12345678	0
1	Ped FDW		21		29		25		31	RR-1 Clear		Red Lock	1
2	Min Green	4	10	4	4	4	10	4	4	EV-A Delay	0	Yellow Lock	2
3	Type 3 Limit									EV-A Clear	0	Min Recall _2___6__	3
4	Add/Veh									EV-B Delay	0	Ped Recall	4
5	Veh Extn	2.0	3.8	2.0	4.8	2.0	3.6	2.0	4.8	EV-B Clear	0	Peds (View) _2_4_6_8	5
6	Max Gap	2.0	3.8	2.0	4.8	2.0	3.6	2.0	4.8	EV-C Delay	0	Rest In Walk	6
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2	EV-C Clear	0	Red Rest	7
8	Max Limit	30	60	30	30	30	60	30	30	EV-D Delay	0	Dbl Entry	8
9	Max Limit 2									EV-D Clear	0	Max Recall	9
A	Bus Adv									RR-2 Delay		Soft Recall	A
B	Call to Phs									RR-2 Clear		Max 2	B
C	Reduce By		0.1		0.1		0.1		0.1	View EV Delay	---	Cond Serv	C
D	Every		0.8		0.6		0.9		0.6	View EV Clear	---	Ped Lock 12345678	D
E	Yellow	3.4	4.7	3.4	3.9	3.4	4.3	3.4	3.9	View RR Delay	---	Yellow Start _2___6__	E
F	Red Clear	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	View RR Clear	---	1st Phases __3___7_	F
	Grade												

Phase Timing - Bank 1
F + Phase + Row

Preempt Timing
F + E + Row

Phase Functions <F Page>
F + F + Row

<F Page>

****PPLT FOR EB & WB TRAFFIC****

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0 ~~5.0~~	F + C + O

Start / Revert Times

Drop Number	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	45	C + 0 + 3
QuicNet Channel	Com46	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_45__8	0

Lag Phases <C Page>

Overlap Timing

	Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
Overlap A	A				
Overlap B	B				
Overlap C	C				
Overlap D	D				

<F Page>
F + COLOR +

<D Page>
D + 0 + OVERLAP

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Downtime Flash	255	(minutes)

Downtime Before Auto Manual Flash
F + 0 +8

Disable Ports	_234____

Disable Communication Ports
D + D + 9

Timing Sheet By: SB
Approved By: G.P.
Drawing Number: 21236-14-D
Timing Implemented On:

15

INTERSECTION: LA JOLLA VILLAGE DR & TOWNE CENTRE DR

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	1 8
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration

E + F + ROW

<E Page>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	8
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1

E + E + ROW

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Remote Download
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Day of Week

1 = Sunday
2 = Monday
3 = Tuesday
4 = Wednesday
5 = Thursday
6 = Friday
7 = Saturday

Assign 5 Outputs
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 =

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Disable Parity	0	D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

Program Information

C + C + 0 = program

C + C + F = version

Remote Download

C + 0 + 4 = 1 -255

w/ E + E + E bit 5 on

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12354678
B	9 10 11 12 -- -- -- --	1234
C	13 14 15 16 17 18 19 20	1234578
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row		0 Detector #
0		
1	System Det. # 1	
2	System Det. # 2	
3	System Det. # 3	
4	System Det. # 4	
5	System Det. # 5	
6	System Det. # 6	
7	System Det. # 7	
8	System Det. # 8	

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

INTERSECTION: LA JOLLA VILLAGE DR & TOWNE CENTRE DR

223 Program

Coordination Timing By: MBF
Implemented On: 10/28/2005

Row	Column # ---->	Plan 1	2	3	4	5	6	7	8	9
	Plan Name ---->									
0	Cycle Length	138	146	150						
1	Phase 1 - ForceOff	106	111	119						
2	Phase 2 - ForceOff	0	0	0						
3	Phase 3 - ForceOff	30	32	30						
4	Phase 4 - ForceOff	83	77	86						
5	Phase 5 - ForceOff	16	16	16						
6	Phase 6 - ForceOff	0	0	0						
7	Phase 7 - ForceOff	42	40	45						
8	Phase 8 - ForceOff	83	77	86						
9	Ring Offset									
A	Offset A	130	140	16						
B	Offset B									
C	Offset C									
D	Permissive	17	17	17						
E	Hold Release	255	255	255						
F	Ped Shift	0	0	0						

Coordination <C Page>

C + Plan + ROW

FOR OBSERVATION ONLY

Master Plan	C + A + 2
Current Plan	C + A + 3
Next Plan	C + A + 4
T.O.D. Plan	C + A + 5
Master Cycle	C + A + 0
Ring A Cycle	C + B + 0
Ring B Cycle	C + D + 0
Min Cycle	C + A + E
Max Cycle	C + B + E

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	23456
1	10 : 00	2	A	23456
2	15 : 00	3	A	23456
3	19 : 00	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

<9 Key with C+0+9=1>

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

	E	Row		F
		0	Free Lag	2 45 8
Plan 1	2 6	1	Plan 1 - Lag	2 45 8
Plan 2	2 6	2	Plan 2 - Lag	2 45 8
Plan 3	2 6	3	Plan 3 - Lag	2 45 8
Plan 4		4	Plan 4 - Lag	
Plan 5		5	Plan 5 - Lag	
Plan 6		6	Plan 6 - Lag	
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

TERSECTION: La Jolla Village Dr & Towne Centre Dr

223 [illegible] ram

Group Assignment: None
Field Master Assignment: None
N/S Street Name: Towne Centre Dr
E/W Street Name: La Jolla Village Dr
Last Change: 04/16/01
Timing Sheet By: VAC
Approved By:
Drawing Number: 2[illegible]
System Ref. Num.:
Timing implemented on: 8/27/01

15

Row	Column # →	LJ Village Dr		Towne Centre Dr		LJ Village Dr		Towne Centre Dr	
	Phase # →	1	2	3	4	5	6	7	8
0	Ped Walk		7		7		7		5
1	Ped FDW		21		29		25		31
2	Min Green	4	10	4	4	4	10	4	4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	3.8	2.0	4.8	2.0	3.6	2.0	4.8
6	Max Gap	2.0	3.8	2.0	4.8	2.0	3.6	2.0	4.8
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	30	30	60	30	30
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1		0.1		0.1		0.1
D	Every		0.8		0.6		0.9		0.6
E	Yellow	3.4 ~~3.0~~	4.7	3.4 ~~3.0~~	3.9 ~~3.3~~	3.4 ~~3.0~~	4.3	3.4 ~~3.0~~	3.9 ~~3.0~~
F	Red Clear	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <F Page>
F + Phase + Row

POC 1/2/03

Row		E
	RR-1 Delay	
	RR-1 Clear	
	EV-A Delay	0
	EV-A Clear	0
	EV-B Delay	0
	EV-B Clear	0
	EV-C Delay	0
	EV-C Clear	0
	EV-D Delay	0
	EV-D Clear	0
	RR-2 Delay	
	RR-2 Clear	
	View EV Delay	---
	View EV Clear	---
	View RR Delay	---
	View RR Clear	---

Preempt Timing
F + E + Row

Row		F
	Permit	12345678
	Red Lock	
	Yellow Lock	
	Min Recall	2 4
	Ped Recall	
	Peds (View)	_2_4_6_8
	Rest In Walk	
	Red Rest	
	Dbl Entry	
	Max Recall	
	Soft Recall	_2___6__
	Max 2	
	Cond Serv	
	Ped Lock	12345678
	Yellow Start	_2___6__
	1st Phases	__3___7_

Phase Functions <F Page>
F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + O

Start / Revert Times

Drop Number	5 20	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	45	C + 0 + 3
QuicNet Channel		(QuicNet)

Communication Addresses
C + F + O

Free Lag	F	Row
	_245__8	0

Lag Phases <C Page>

Row		9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A				
B	Overlap B				
C	Overlap C				
D	Overlap D				

Overlap Timing <F Page> <D Page>
F + COLOR + D + 0 + OVERLAP

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset 0
= Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Downtime Flash	60 (255)	(minutes)

Downtime Before Auto Manual Flash
F + 0 + 8

Disable Ports	234

Disable Communications Ports
D + D + 9

IN RSECTION: La Jolla Village Dr & Towne Centre Dr

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function <D Page>

7 + ROW D + F + ROW

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	1 8
B	Overlap B - Phases	67
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration <E Page>

E + F + ROW

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	8
6	Overlap B - Green Omit	6
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 E + E + ROW

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Remote Download
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Day of Week

1 = Sunday
2 = Monday
3 = Tuesday
4 = Wednesday
5 = Thursday
6 = Friday
7 = Saturday

Assign 5 Outputs
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 =

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Disable Parity	0	D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

(This parameter is NOT downloaded)

Program Information

C + C + 0 = program

C + C + F = version

Remote Download

C + 0 + 4 = 1 -255

w/ E + E + E bit 5 on

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0				1I1	14
1		1.8		2I2U	1
2				2I2L	5
3				2I3U	21
4				2I3L	25
5				2I4	9
6				3I5	16
7		1.8		4I6U	3
8				4I6L	7
9				4I7U	23
A				4I7L	27
B				4I8	11
C				1I9U	18
D				3I9L	20
E		---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0				5J1	13
1		1.8		6J2U	2
2				6J2L	6
3				6J3U	22
4				6J3L	26
5				6J4	10
6				7J5	15
7		1.8		8J6U	4
8	10.0			8J6L	8
9				8J7U	24
A				8J7L	28
B				8J8	12
C				5J9U	17
D				7J9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row		0 Detector #
0		
1	System Det. # 1	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

(These parameters are NOT downloaded.)

SECTION: La Jolla Village Dr & Towne Centre Dr

223 Program

Row	Column # →	Plan 1	2	3	4	5	6	7	8	9
	Plan Name →	AM	MID	PM						
0	Cycle Length	138	146	150						
1	Phase 1 - ForceOff	106	111	119						
2	Phase 2 - ForceOff	0	0	0						
3	Phase 3 - ForceOff	30	32	30						
4	Phase 4 - ForceOff	83	77	86						
5	Phase 5 - ForceOff	16	16	16						
6	Phase 6 - ForceOff	0	0	0						
7	Phase 7 - ForceOff	42	40	45						
8	Phase 8 - ForceOff	83	77	86						
9	Ring Offset									
A	Offset A	130	140	16						
B	Offset B									
C	Offset C									
D	Permissive	17	17	17						
E	Hold Release	255	255	255						
F	Ped Shift	0	0	0						

Coordination <C Page>

C + Plan + ROW

Coordination Timing By: VAC
Implemented On: 09/01/99

FOR OBSERVATION ONLY

Master Plan	C + A + 2
Current Plan	C + A + 3
Next Plan	C + A + 4
T.O.D. Plan	C + A + 5
Master Cycle	C + A + 0
Ring A Cycle	C + B + 0
Ring B Cycle	C + D + 0
Min Cycle	C + A + E
Max Cycle	C + B + E

Row	Time	Plan	Offset	Day of Week
0	06:30	1	A	_23456_
1	10:00	2	A	_23456_
2	15:00	3	A	_23456_
3	19:00	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

<9 Key with C+0+9=1>

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

	E	Row		F
		0	Free Lag	_2_45_8
Plan 1	_2_6_	1	Plan 1 - Lag	_2_45_8
Plan 2	_2_6_	2	Plan 2 - Lag	_2_45_8
Plan 3	_2_6_	3	Plan 3 - Lag	_2_45_8
Plan 4		4	Plan 4 - Lag	
Plan 5		5	Plan 5 - Lag	
Plan 6		6	Plan 6 - Lag	
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases
C + E + FUNCTION #

Lag Phases <C Page>
C + F + FUNCTION #

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:				
5/23/17	LOCATION:	LA JOLLA / UC	PROJECT #:	PTD17-0526-01
TUESDAY	NORTH & SOUTH:	EXECUTIVE WAY	LOCATION #:	13
	EAST & WEST:	EXECUTIVE	CONTROL:	SIGNAL

NOTES:

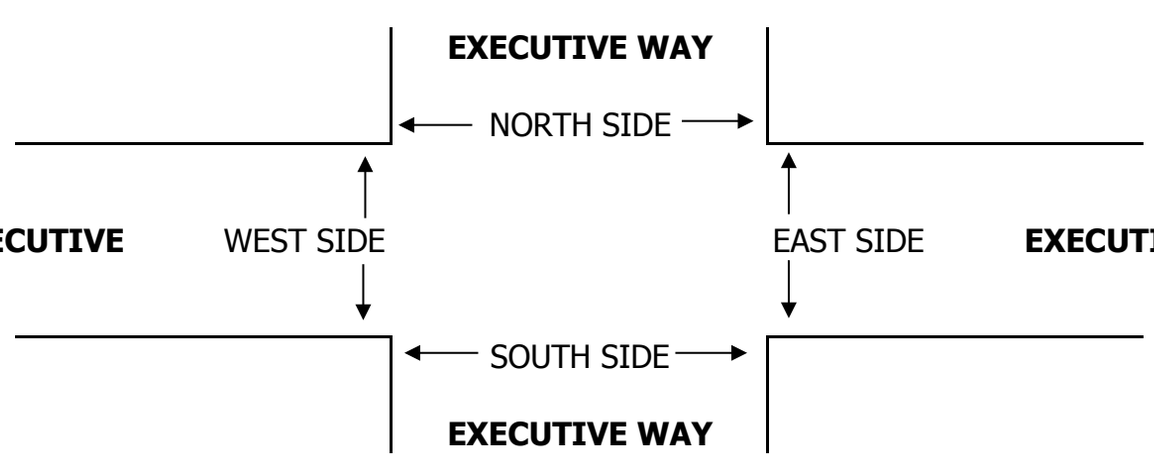
AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND EXECUTIVE WAY			SOUTHBOUND EXECUTIVE WAY			EASTBOUND EXECUTIVE			WESTBOUND EXECUTIVE			
	LANES:	NL 1	NT 1	NR 1	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	35	11	9	0	1	2	7	48	10	4	40	4	171
	7:15 AM	39	11	12	2	1	3	7	46	6	4	27	4	162
	7:30 AM	50	16	22	1	3	5	12	35	15	7	46	6	218
	7:45 AM	93	21	36	1	6	2	9	37	10	7	62	10	294
	8:00 AM	82	22	42	1	3	3	6	47	7	10	88	14	325
	8:15 AM	93	13	20	1	7	5	9	41	18	15	93	16	331
	8:30 AM	85	19	40	3	13	7	9	44	7	9	75	16	327
	8:45 AM	88	15	35	1	12	8	8	40	8	11	81	12	319
	VOLUMES	565	128	216	10	46	35	67	338	81	67	512	82	2,147
	APPROACH %	62%	14%	24%	11%	51%	38%	14%	70%	17%	10%	77%	12%	
	APP/DEPART	909	/	277	91	/	194	486	/	564	661	/	1,112	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	348	69	137	6	35	23	32	172	40	45	337	58	1,302
	APPROACH %	63%	12%	25%	9%	55%	36%	13%	70%	16%	10%	77%	13%	
	PEAK HR FACTOR		0.949			0.696			0.897			0.887		0.983
	APP/DEPART	554	/	159	64	/	120	244	/	315	440	/	708	0
PM	4:00 PM	10	7	4	5	15	14	5	33	81	60	34	3	271
	4:15 PM	12	8	5	2	21	12	7	35	74	41	43	4	264
	4:30 PM	10	5	10	1	27	7	3	32	83	60	50	4	292
	4:45 PM	10	2	2	2	17	5	3	33	75	59	51	4	263
	5:00 PM	21	5	8	4	24	7	3	48	115	51	44	7	337
	5:15 PM	15	8	12	0	10	6	2	51	68	61	56	4	293
	5:30 PM	12	5	7	2	24	8	8	47	96	59	43	6	317
	5:45 PM	10	4	6	1	9	5	5	30	78	48	41	6	243
	VOLUMES	100	44	54	17	147	64	36	309	670	439	362	38	2,280
	APPROACH %	51%	22%	27%	7%	64%	28%	4%	30%	66%	52%	43%	5%	
	APP/DEPART	198	/	118	228	/	1,256	1,015	/	380	839	/	526	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	58	20	29	8	75	26	16	179	354	230	194	21	1,210
	APPROACH %	54%	19%	27%	7%	69%	24%	3%	33%	64%	52%	44%	5%	
	PEAK HR FACTOR		0.764			0.779			0.827			0.919		0.898
	APP/DEPART	107	/	57	109	/	659	549	/	216	445	/	278	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
				0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
1	1	0	0	2
1	1	1	1	4



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM	0	2	1	2	5
	7:15 AM	3	3	1	1	8
	7:30 AM	1	2	1	4	8
	7:45 AM	3	5	0	10	18
	8:00 AM	5	4	1	8	18
	8:15 AM	3	2	0	3	8
	8:30 AM	1	2	0	2	5
	8:45 AM					0
	TOTAL	16	20	4	30	70
PM	4:00 PM	4	0	1	6	11
	4:15 PM	0	3	1	4	8
	4:30 PM	1	1	2	1	5
	4:45 PM	2	1	2	5	10
	5:00 PM	4	1	2	3	10
	5:15 PM	1	1	1	1	4
	5:30 PM	3	3	2	3	11
	5:45 PM	5	1	4	8	18
	TOTAL	20	11	15	31	77

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	0	0	0	1
1	0	0	0	1
1	0	0	0	1
0	2	0	0	2
5	0	0	0	5
2	0	0	0	2
0	1	0	0	1
				0
10	3	0	0	13
0	1	0	0	1
0	1	0	0	1
1	1	0	0	2
0	2	0	0	2
0	1	0	0	1
0	2	0	0	2
0	1	0	0	1
0	0	0	0	0
1	9	0	0	10

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:				
5/25/17	LOCATION:	LA JOLLA / UTC	PROJECT #:	PTD17-0526-01
THURSDAY	NORTH & SOUTH:	EXECUTIVE WAY	LOCATION #:	21
	EAST & WEST:	LA JOLLA VILLAGE	CONTROL:	SIGNAL

NOTES:

INCLUDE BIKE / PED

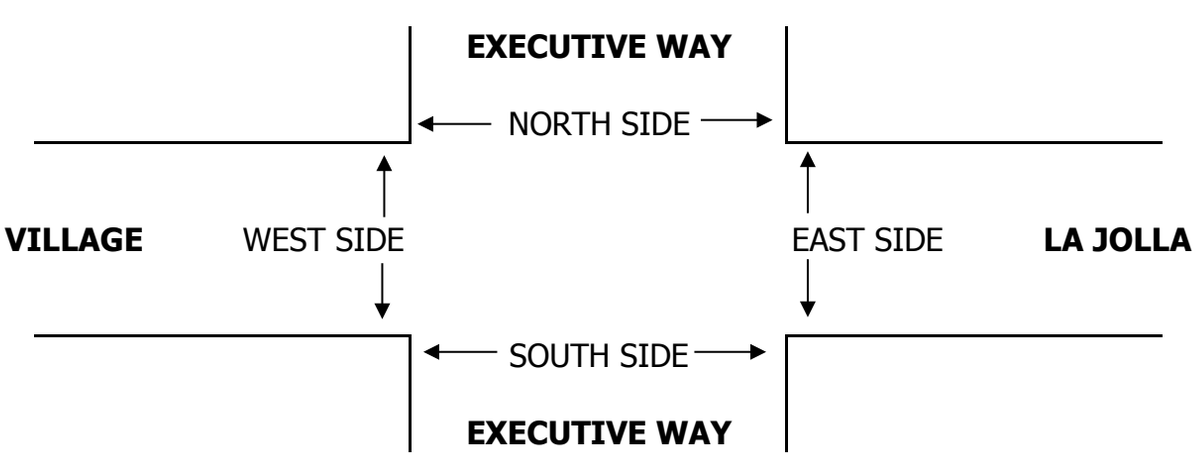
AM
PM
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OTHER
OTHER

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		NORTHBOUND EXECUTIVE WAY			SOUTHBOUND EXECUTIVE WAY			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
AM	7:00 AM	3	2	1	13	2	5	7	185	10	5	210	47	490
	7:15 AM	6	4	3	9	1	5	16	202	15	7	226	85	579
	7:30 AM	6	7	9	15	2	6	27	310	17	4	229	96	728
	7:45 AM	2	6	7	17	0	15	42	304	14	10	288	84	789
	8:00 AM	8	3	4	10	3	8	38	328	23	13	303	122	863
	8:15 AM	6	2	7	21	7	18	30	299	18	11	261	103	783
	8:30 AM	11	3	5	12	2	11	23	331	18	13	261	99	789
	8:45 AM	9	2	8	18	1	13	37	311	24	6	297	112	838
	VOLUMES	51	29	44	115	18	81	220	2,270	139	69	2,075	748	5,859
	APPROACH %	41%	23%	35%	54%	8%	38%	8%	86%	5%	2%	72%	26%	
	APP/DEPART	124	/	997	214	/	226	2,629	/	2,429	2,892	/	2,207	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	34	10	24	61	13	50	128	1,269	83	43	1,122	436	3,273
	APPROACH %	50%	15%	35%	49%	10%	40%	9%	86%	6%	3%	70%	27%	
	PEAK HR FACTOR		0.895			0.674			0.951			0.914		0.948
	APP/DEPART	68	/	574	124	/	139	1,480	/	1,354	1,601	/	1,206	0
PM	4:00 PM	64	7	43	97	15	65	16	221	81	28	311	14	962
	4:15 PM	45	6	38	89	8	80	13	205	75	43	433	14	1,049
	4:30 PM	72	2	38	86	10	3	11	193	77	36	442	16	986
	4:45 PM	45	3	33	80	10	63	17	197	79	40	420	28	1,015
	5:00 PM	50	0	55	117	15	92	15	206	72	41	436	13	1,112
	5:15 PM	57	2	52	91	13	76	8	194	60	43	432	20	1,048
	5:30 PM	68	3	49	85	10	66	15	190	80	42	407	19	1,034
	5:45 PM	46	2	45	57	12	39	17	190	83	55	422	24	992
	VOLUMES	447	25	353	702	93	484	112	1,596	607	328	3,303	148	8,198
	APPROACH %	54%	3%	43%	55%	7%	38%	5%	69%	26%	9%	87%	4%	
	APP/DEPART	825	/	285	1,279	/	1,028	2,315	/	2,651	3,779	/	4,234	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	220	8	189	373	48	297	55	787	291	166	1,695	80	4,209
	APPROACH %	53%	2%	45%	52%	7%	41%	5%	69%	26%	9%	87%	4%	
	PEAK HR FACTOR		0.869			0.801			0.967			0.980		0.946
	APP/DEPART	417	/	143	718	/	505	1,133	/	1,349	1,941	/	2,212	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
		1		1
				0
		4		4
		3		3
		5		5
		3		3
		4	1	5
		2		2
0	0	22	1	23
		2	2	4
		3		3
		2		2
		5		5
		4		4
		5		5
		6		6
		8		8
0	0	35	2	37



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM			1		1
	7:15 AM	4	8	8		20
	7:30 AM	3	2	5		10
	7:45 AM	4	3	8		15
	8:00 AM	5	4	1		10
	8:15 AM	1	2	5		8
	8:30 AM	1	4	6		11
	8:45 AM	1	4	6		11
	TOTAL	19	27	40	0	86
PM	4:00 PM	1	1	7		9
	4:15 PM	4	3	16		23
	4:30 PM	1	2	3		6
	4:45 PM	4	2	11		17
	5:00 PM	1	2	8		11
	5:15 PM	7	3	9		19
	5:30 PM		1	12		13
	5:45 PM	2		16		18
	TOTAL	20	14	82	0	116

	PEDESTRIAN ACTIVATIONS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
					0
					0
					0
					0
					0
					0
					0
					0
	0	0	0	0	0
					0
					0
					0
					0
					0
					0
					0
	0	0	0	0	0

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
			1		1
					0
					0
					0
					0
		1	1		2
			1		1
					0
	0	1	3	0	4
					0
					0
					0
		1			1
			1		1
					0
					0
			1		1
	0	1	2	0	3

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

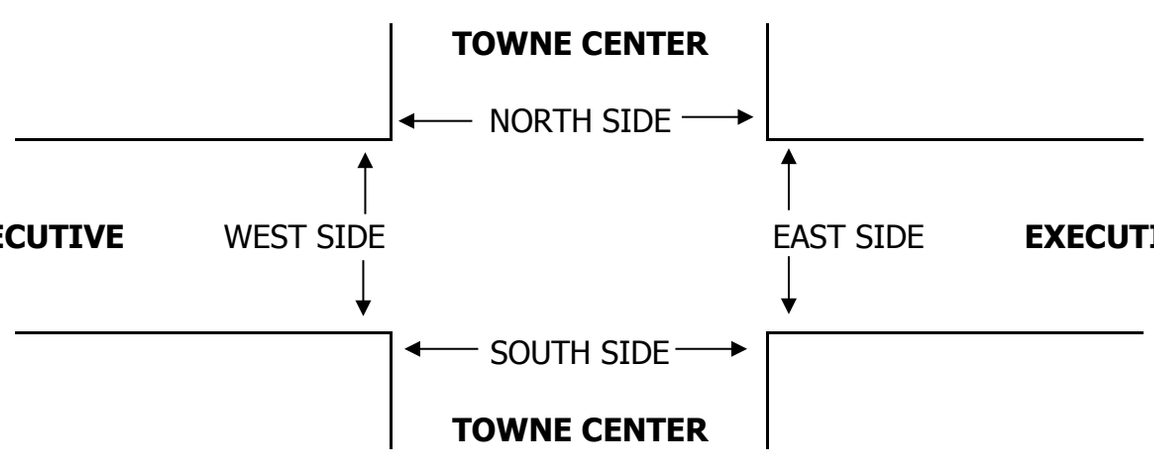
DATE:				
5/23/17	LOCATION:	LA JOLLA / UC	PROJECT #:	PTD17-0526-01
TUESDAY	NORTH & SOUTH:	TOWNE CENTER	LOCATION #:	2
	EAST & WEST:	EXECUTIVE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

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		NORTHBOUND TOWNE CENTER			SOUTHBOUND TOWNE CENTER			EASTBOUND EXECUTIVE			WESTBOUND EXECUTIVE				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	46	174	83	3	20	8	19	26	0	9	6	2	396	1	0	0	0	1
	7:15 AM	30	209	104	0	30	6	27	19	5	11	7	5	453	3	1	2	0	6
	7:30 AM	44	265	105	0	33	8	21	22	6	11	19	5	539	2	1	1	0	4
	7:45 AM	58	280	112	2	42	16	26	21	9	10	21	7	604	0	0	2	1	3
	8:00 AM	97	239	92	1	39	18	35	31	11	7	24	8	602	1	2	0	0	3
	8:15 AM	111	208	114	4	32	10	30	15	4	15	21	3	567	1	0	0	0	1
	8:30 AM	81	246	78	3	44	15	30	32	9	15	28	3	584	0	0	0	0	0
	8:45 AM	88	241	84	3	38	9	37	27	13	21	29	6	596	1	2	0	1	4
	VOLUMES	555	1,862	772	16	278	90	225	193	57	99	155	39	4,341	9	6	5	2	22
	APPROACH %	17%	58%	24%	4%	72%	23%	47%	41%	12%	34%	53%	13%						
	APP/DEPART	3,189	/	2,126	384	/	434	475	/	981	293	/	800	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	347	973	396	10	157	59	121	99	33	47	94	21	2,357					
	APPROACH %	20%	57%	23%	4%	69%	26%	48%	39%	13%	29%	58%	13%						
	PEAK HR FACTOR		0.953			0.911			0.821			0.880		0.976					
	APP/DEPART	1,716	/	1,115	226	/	237	253	/	505	162	/	500	0					
PM	4:00 PM	18	49	13	9	151	29	6	17	45	72	45	2	456	15	0	0	0	15
	4:15 PM	24	33	15	8	181	25	8	10	41	80	41	2	468	10	0	0	0	10
	4:30 PM	20	39	16	0	182	29	8	11	33	78	50	4	470	14	0	0	0	14
	4:45 PM	32	28	20	3	168	15	9	8	26	68	50	4	431	11	0	0	1	12
	5:00 PM	27	40	19	7	211	25	14	16	31	63	39	8	500	13	0	0	0	13
	5:15 PM	18	33	17	2	164	25	6	23	35	70	62	7	462	18	2	0	0	20
	5:30 PM	23	43	15	4	180	40	11	22	33	59	41	2	473	17	0	0	2	19
	5:45 PM	28	32	34	2	132	16	3	12	30	61	35	5	390	13	0	0	0	13
	VOLUMES	190	297	149	35	1,369	204	65	119	274	551	363	34	3,650	111	2	0	3	116
	APPROACH %	30%	47%	23%	2%	85%	13%	14%	26%	60%	58%	38%	4%						
	APP/DEPART	636	/	396	1,608	/	2,194	458	/	303	948	/	757	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	103	140	70	18	742	94	39	45	131	289	180	18	1,869					
	APPROACH %	33%	45%	22%	2%	87%	11%	18%	21%	61%	59%	37%	4%						
	PEAK HR FACTOR		0.910			0.879			0.881			0.922		0.935					
	APP/DEPART	313	/	197	854	/	1,162	215	/	133	487	/	377	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	1	1	0	2					0	1	0	0	1	2
	7:15 AM	1	4	1	3	9					0	1	0	0	0	1
	7:30 AM	1	2	1	2	6					0	1	0	0	1	2
	7:45 AM	2	3	8	1	14					0	0	0	0	0	0
	8:00 AM	4	2	4	3	13					0	4	0	0	0	4
	8:15 AM	1	3	3	0	7					0	1	0	0	0	1
	8:30 AM	4	0	3	5	12					0	0	2	0	0	2
	8:45 AM	2	0	2	3	7					0	2	1	1	0	4
	TOTAL	15	15	23	17	70	0	0	0	0	0	10	3	1	2	16
PM	4:00 PM	4	3	2	0	9					0	0	0	0	0	0
	4:15 PM	2	5	4	1	12					0	0	0	0	0	0
	4:30 PM	2	3	4	1	10					0	0	0	0	0	0
	4:45 PM	4	1	1	1	7					0	0	1	0	0	1
	5:00 PM	1	1	3	1	6					0	0	1	0	0	1
	5:15 PM	0	2	1	2	5					0	2	2	0	1	5
	5:30 PM	5	2	2	4	13					0	1	0	0	0	1
	5:45 PM	5	2	5	2	14					0	0	0	1	0	1
	TOTAL	23	19	22	12	76	0	0	0	0	0	3	4	1	1	9

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

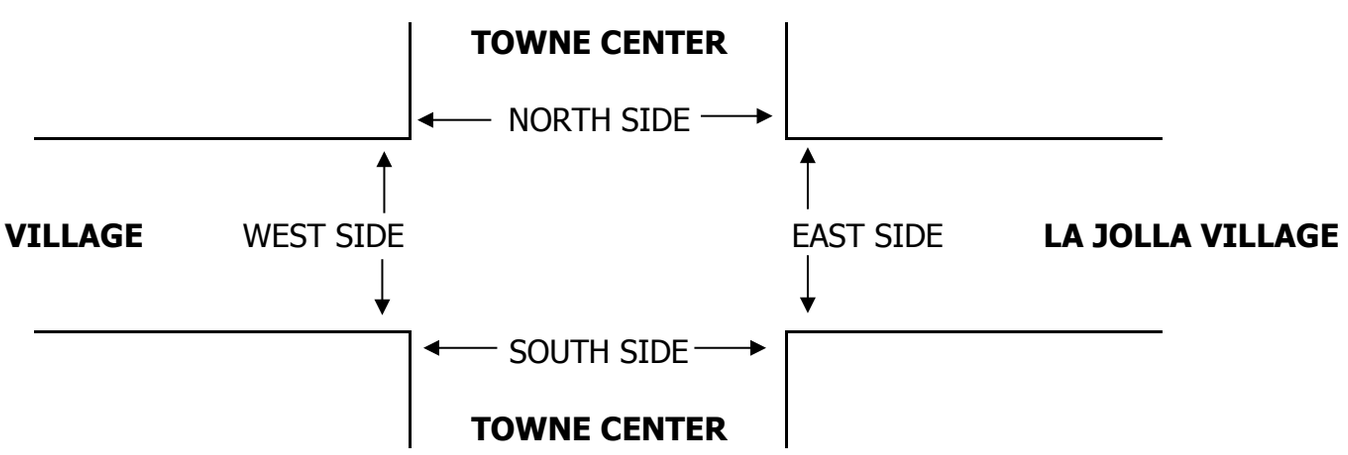
DATE:					
5/25/17	LOCATION:	LA JOLLA / UTC	PROJECT #:	PTD17-0526-01
THURSDAY	NORTH & SOUTH:	TOWNE CENTER	LOCATION #:	3
	EAST & WEST:	LA JOLLA VILLAGE	CONTROL:	SIGNAL

NOTES:

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		NORTHBOUND TOWNE CENTER			SOUTHBOUND TOWNE CENTER			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE				U-TURNS				
	LANES:	NL 2	NT 2	NR 2	SL 2	ST 1	SR 0	EL 2	ET 3	ER 0	WL 2	WT 3	WR 2	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	17	19	43	35	4	4	56	131	12	41	223	210	795					0
	7:15 AM	20	28	52	39	5	3	35	180	11	81	256	261	971					0
	7:30 AM	33	44	64	44	6	7	66	260	20	61	285	278	1,168					0
	7:45 AM	29	38	59	49	11	13	97	225	18	78	365	316	1,298					0
	8:00 AM	33	46	73	39	7	4	69	223	34	81	312	291	1,212					0
	8:15 AM	40	41	84	61	8	7	69	233	22	100	355	256	1,276					0
	8:30 AM	22	51	71	33	8	6	76	256	33	87	363	264	1,270					0
	8:45 AM	38	45	86	35	9	9	63	234	35	76	340	262	1,232					0
	VOLUMES	232	312	532	335	58	53	531	1,742	185	605	2,499	2,138	9,222	0	0	0	0	0
	APPROACH %	22%	29%	49%	75%	13%	12%	22%	71%	8%	12%	48%	41%						
	APP/DEPART	1,076	/	2,981	446	/	848	2,458	/	2,609	5,242	/	2,784	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	124	176	287	182	34	30	311	937	107	346	1,395	1,127	5,056					
	APPROACH %	21%	30%	49%	74%	14%	12%	23%	69%	8%	12%	49%	39%						
	PEAK HR FACTOR		0.889			0.809			0.928			0.945		0.974					
	APP/DEPART	587	/	1,614	246	/	487	1,355	/	1,406	2,868	/	1,549	0					
PM	4:00 PM	38	12	138	199	54	37	8	337	29	76	284	47	1,259					0
	4:15 PM	49	14	129	192	42	41	7	308	37	93	388	52	1,352		1	1	1	3
	4:30 PM	46	9	114	201	52	45	3	308	25	99	405	64	1,371					0
	4:45 PM	42	12	124	178	48	37	4	281	44	95	404	68	1,337					0
	5:00 PM	47	9	150	166	42	42	4	343	50	101	423	71	1,448					0
	5:15 PM	46	19	152	183	44	41	7	305	46	144	410	54	1,451					0
	5:30 PM	60	13	152	178	58	40	3	287	38	110	401	58	1,398					0
	5:45 PM	46	14	140	169	77	31	7	260	44	122	392	77	1,379					0
	VOLUMES	374	102	1,099	1,466	417	314	43	2,429	313	840	3,107	491	10,995	0	1	1	1	3
	APPROACH %	24%	6%	70%	67%	19%	14%	2%	87%	11%	19%	70%	11%						
	APP/DEPART	1,575	/	636	2,197	/	1,570	2,785	/	4,994	4,438	/	3,795	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	199	55	594	696	221	154	21	1,195	178	477	1,626	260	5,676					
	APPROACH %	23%	6%	70%	65%	21%	14%	2%	86%	13%	20%	69%	11%						
	PEAK HR FACTOR		0.942			0.967			0.878			0.972		0.978					
	APP/DEPART	848	/	336	1,071	/	876	1,394	/	2,485	2,363	/	1,979	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	2	1		4	7					0					0
	7:15 AM	1	1			2					0					0
	7:30 AM		1	1		2					0					0
	7:45 AM	2	1	1	3	7					0					0
	8:00 AM	1	4	1	1	7					0					0
	8:15 AM	1		2	3	6					0		1			1
	8:30 AM	1	2	1		4					0					0
	8:45 AM		3	4	1	8					0					0
	TOTAL	8	13	10	12	43	0	0	0	0	0	0	1	0	0	1
PM	4:00 PM		1		2	3					0					0
	4:15 PM		1		5	6					0					0
	4:30 PM		3		2	5					0		1		2	3
	4:45 PM	3			3	6					0		1			1
	5:00 PM	5	2		3	10					0	1				1
	5:15 PM	1	1		3	5					0				1	1
	5:30 PM	3				3					0	1			1	2
	5:45 PM		2		6	8					0			1		1
	TOTAL	12	10	0	24	46	0	0	0	0	0	2	2	1	4	9

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

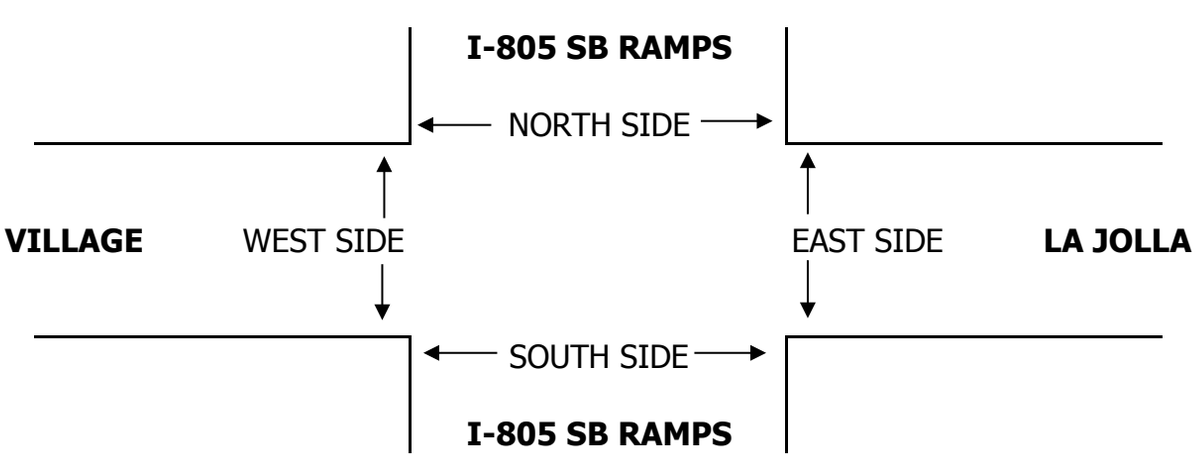
DATE:				
5/25/17	LOCATION:	LA JOLLA / UTC	PROJECT #:	PTD17-0526-01
THURSDAY	NORTH & SOUTH:	I-805 SB RAMPS	LOCATION #:	23
	EAST & WEST:	LA JOLLA VILLAGE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND I-805 SB RAMPS			SOUTHBOUND I-805 SB RAMPS			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 2	EL X	ET 3	ER 2	WL X	WT 3	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM				128		176		146	63		353	91	957					0
	7:15 AM				98		240		179	72		406	111	1,106					0
	7:30 AM				141		301		220	119		395	85	1,261					0
	7:45 AM				126		386		231	130		483	112	1,468					0
	8:00 AM				182		362		234	106		390	113	1,387					0
	8:15 AM				131		382		287	111		415	108	1,434					0
	8:30 AM				164		375		274	116		412	129	1,470					0
	8:45 AM				135		364		287	109		453	132	1,480					0
	VOLUMES	0	0	0	1,105	0	2,586	0	1,858	826	0	3,307	881	10,563	0	0	0	0	0
	APPROACH %	0%	0%	0%	30%	0%	70%	0%	69%	31%	0%	79%	21%						
	APP/DEPART	0	/	881	3,691	/	826	2,684	/	2,963	4,188	/	5,893	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	612	0	1,483	0	1,082	442	0	1,670	482	5,771					
	APPROACH %	0%	0%	0%	29%	0%	71%	0%	71%	29%	0%	78%	22%						
	PEAK HR FACTOR		0.000			0.963			0.957			0.920		0.975					
	APP/DEPART	0	/	482	2,095	/	442	1,524	/	1,694	2,152	/	3,153	0					
PM	4:00 PM				39		135		444	224		320	144	1,306					0
	4:15 PM				40		190		430	200		378	130	1,368					0
	4:30 PM				34		221		432	171		371	159	1,388					0
	4:45 PM				26		148		452	181		432	137	1,376					0
	5:00 PM				43		172		480	164		409	139	1,407					0
	5:15 PM				39		185		494	177		425	150	1,470					0
	5:30 PM				41		194		474	158		408	139	1,414					0
	5:45 PM				30		149		450	166		394	140	1,329					0
	VOLUMES	0	0	0	292	0	1,394	0	3,656	1,441	0	3,137	1,138	11,058	0	0	0	0	0
	APPROACH %	0%	0%	0%	17%	0%	83%	0%	72%	28%	0%	73%	27%						
	APP/DEPART	0	/	1,138	1,686	/	1,441	5,097	/	3,948	4,275	/	4,531	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	149	0	699	0	1,900	680	0	1,674	565	5,667					
	APPROACH %	0%	0%	0%	18%	0%	82%	0%	74%	26%	0%	75%	25%						
	PEAK HR FACTOR		0.000			0.902			0.961			0.973		0.964					
	APP/DEPART	0	/	565	848	/	680	2,580	/	2,049	2,239	/	2,373	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0			1		1
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0	1				1
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1

Appendix E: Volume Projections for Existing Conditions

The page is left blank intentionally. The attachment is provided on the following page.

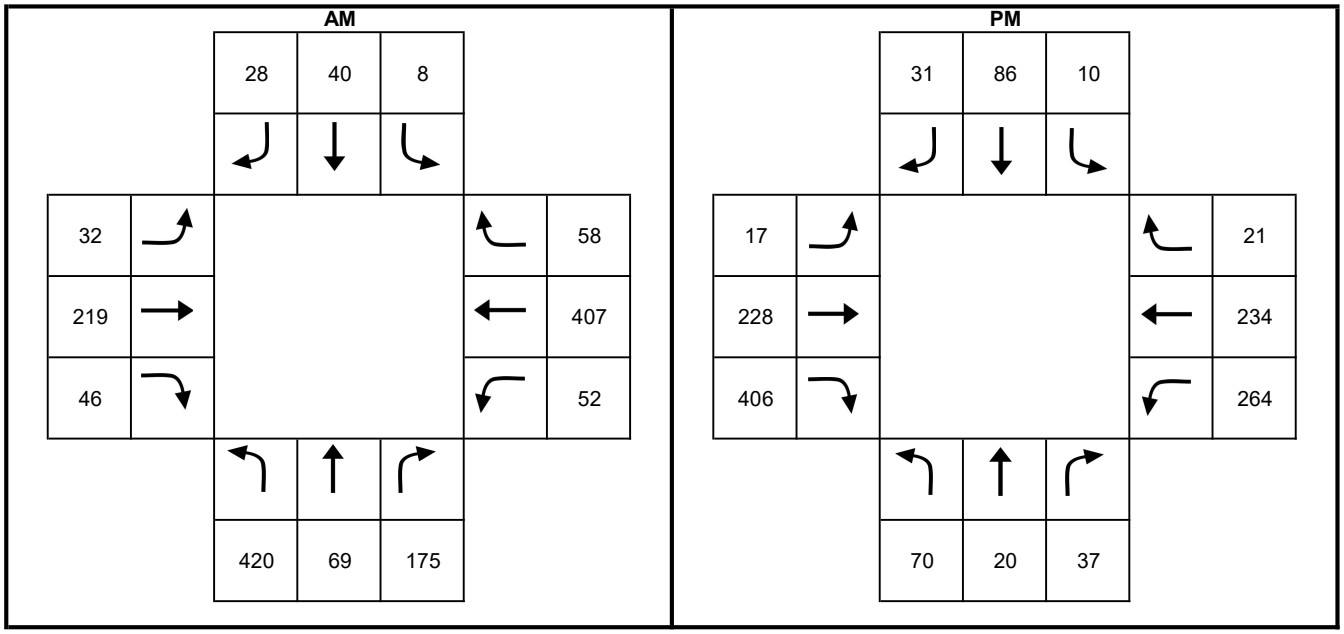
Intersection 1

Analyst: JM
Intersection: Executive Drive / Executive Way
Future Condition: Existing (Volume Projections)
Date: 2/1/2022
Company: Urban Systems Associates, Inc.
Project Number: 001721
Intersection Control: Unsignalized

E/W Street Name: Executive Dr.
N/S Street Name: Executive Wy.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	348	58	5,914	7,136	121%	420	70
NTH	69	20	**0**	**0**	100%	69	20
NRT	137	29	5,914	7,537	127%	175	37
SLT	6	8	5,914	7,537	127%	8	10
STH	35	75	**5,923**	**6,793**	115%	40	86
SRT	23	26	5,914	7,136	121%	28	31
ELT	32	17	0	0	100%	32	17
ETH	172	179	**5,914**	**7,537**	127%	219	228
ERT	40	354	5,923	6,793	115%	46	406
WLT	45	230	5,923	6,793	115%	52	264
WTH	337	194	**5,914**	**7,136**	121%	407	234
WRT	58	21	0	0	100%	58	21



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Intersection 2

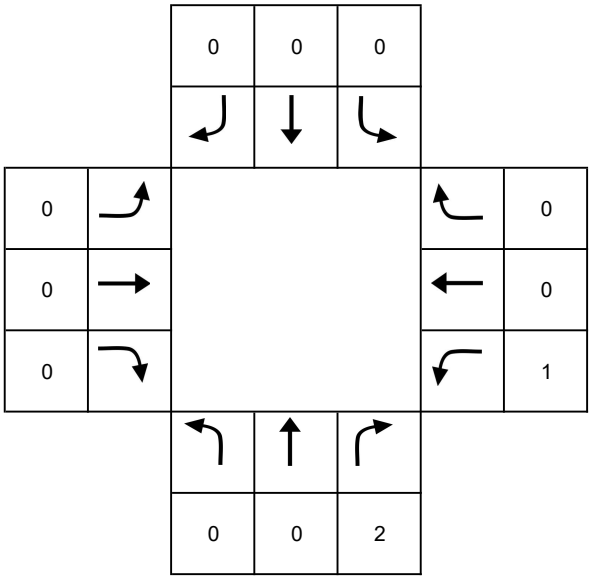
Analyst: JM
Intersection: Executive Way / Project Driveway "A"
Future Condition: Existing (Volume Projections)
Date: 2/1/2022
Company: Urban Systems Associates, Inc.
Project Number: 001721
Intersection Control: Unsignalized

E/W Street Name: Project Dwy. "A"
N/S Street Name: Executive Wy.

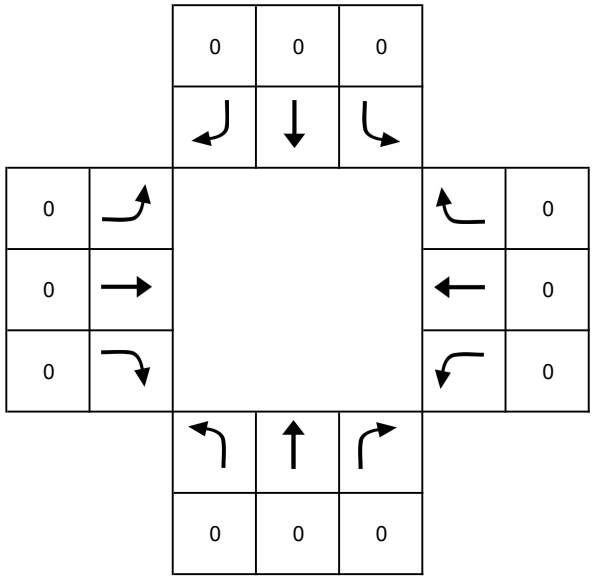
Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	1	0	0	0	100%	1	0
NTH	0	0	**5,923**	**6,793**	115%	0	0
NRT	0	0	0	0	100%	0	0
SLT	0	0	0	0	100%	0	0
STH	0	0	**5,923**	**6,793**	115%	0	0
SRT	0	0	0	0	100%	0	0
ELT	0	0	5,923	6,793	115%	0	0
ETH	0	0	**0**	**0**	100%	0	0
ERT	2	0	5,923	6,793	115%	2	0
WLT	0	0	5,923	6,793	115%	0	0
WTH	0	0	**0**	**0**	100%	0	0
WRT	0	0	5,923	6,793	115%	0	0

AM



PM



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

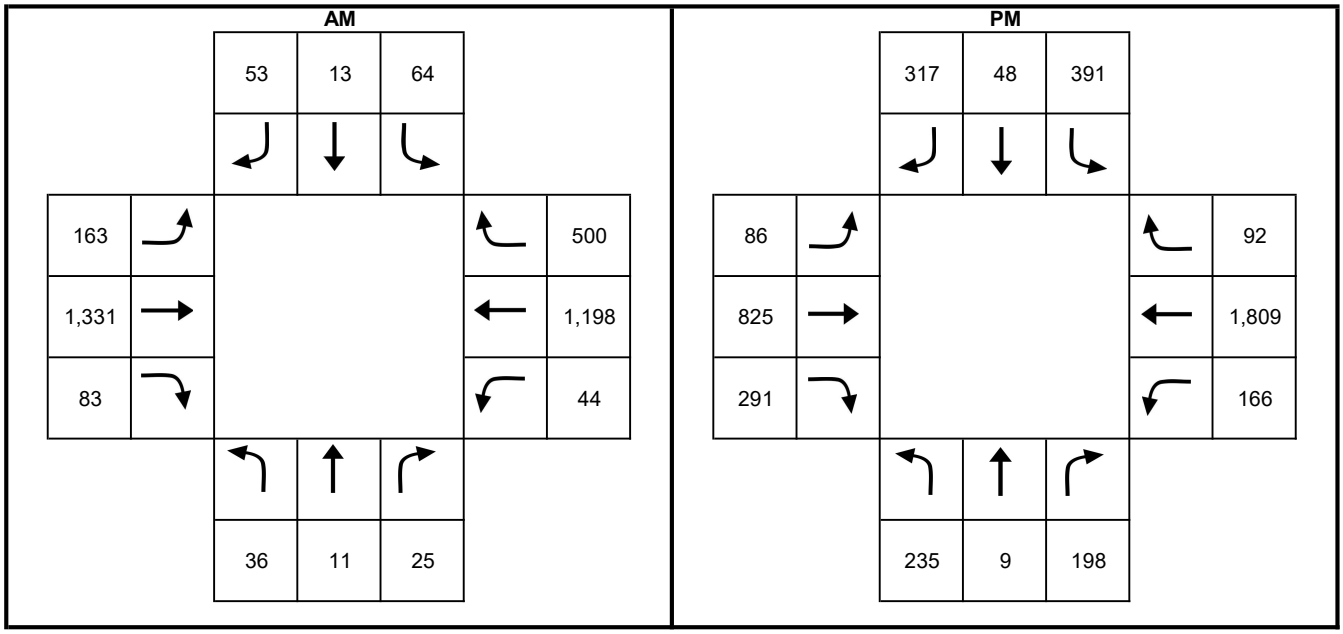
Intersection 3

Analyst: JM
Intersection: Executive Way / La Jolla Village Drive
Future Condition: Existing (Volume Projections)
Date: 2/1/2022
Company: Urban Systems Associates, Inc.
Project Number: 001721
Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.
N/S Street Name: Executive Wy.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	34	220	43,277	46,195	107%	36	235
NTH	10	8	**5,923**	**6,793**	115%	11	9
NRT	24	189	43,960	46,102	105%	25	198
SLT	61	373	43,960	46,102	105%	64	391
STH	13	48	**0**	**0**	100%	13	48
SRT	50	297	43,277	46,195	107%	53	317
ELT	142	75	5,923	6,793	115%	163	86
ETH	1,269	787	**43,960**	**46,102**	105%	1331	825
ERT	83	291	0	0	100%	83	291
WLT	44	166	0	0	100%	44	166
WTH	1,122	1,695	**43,277**	**46,195**	107%	1198	1809
WRT	436	80	5,923	6,793	115%	500	92



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Intersection 4

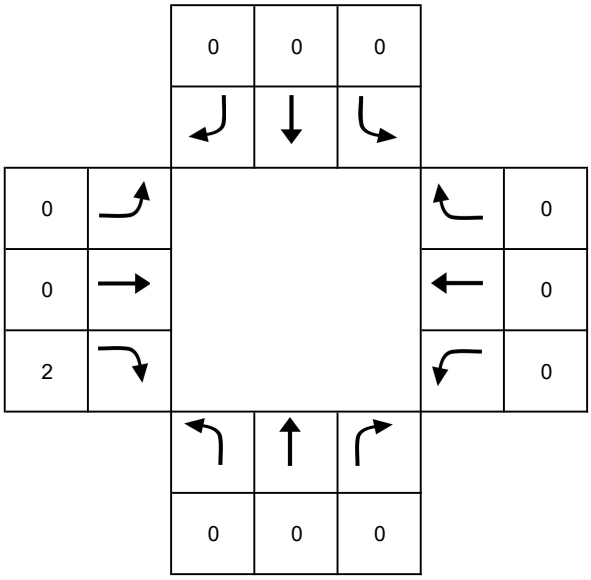
Analyst: JM
Intersection: Executive Drive / Project Dirveway "B"
Future Condition: Existing (Volume Projections)
Date: 2/1/2022
Company: Urban Systems Associates, Inc.
Project Number: 001721
Intersection Control: Signalized

E/W Street Name: Executive Dr.
N/S Street Name: Project Dwy. "B"

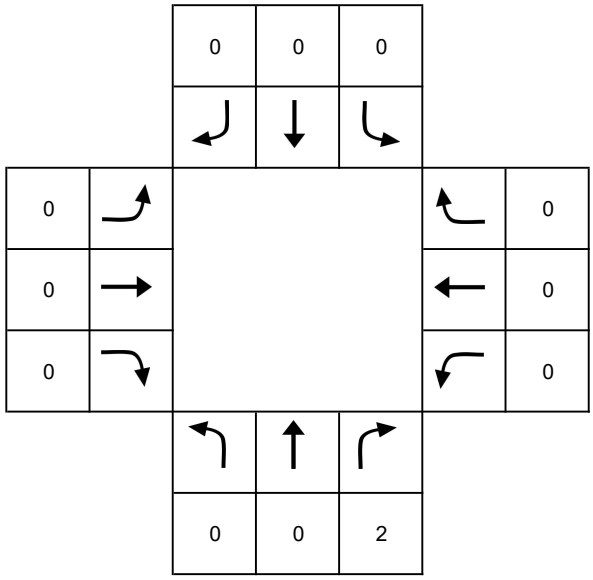
Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	5,923	6,793	115%	0	0
NTH	0	0	**0**	**0**	100%	0	0
NRT	2	0	5,923	6,793	115%	2	0
SLT	0	0	5,923	6,793	115%	0	0
STH	0	0	**0**	**0**	100%	0	0
SRT	0	0	5,923	6,793	115%	0	0
ELT	0	0	0	0	100%	0	0
ETH	0	0	**5,923**	**6,793**	115%	0	0
ERT	0	0	0	0	100%	0	0
WLT	0	2	0	0	100%	0	2
WTH	0	0	**5,923**	**6,793**	115%	0	0
WRT	0	0	0	0	100%	0	0

AM



PM



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

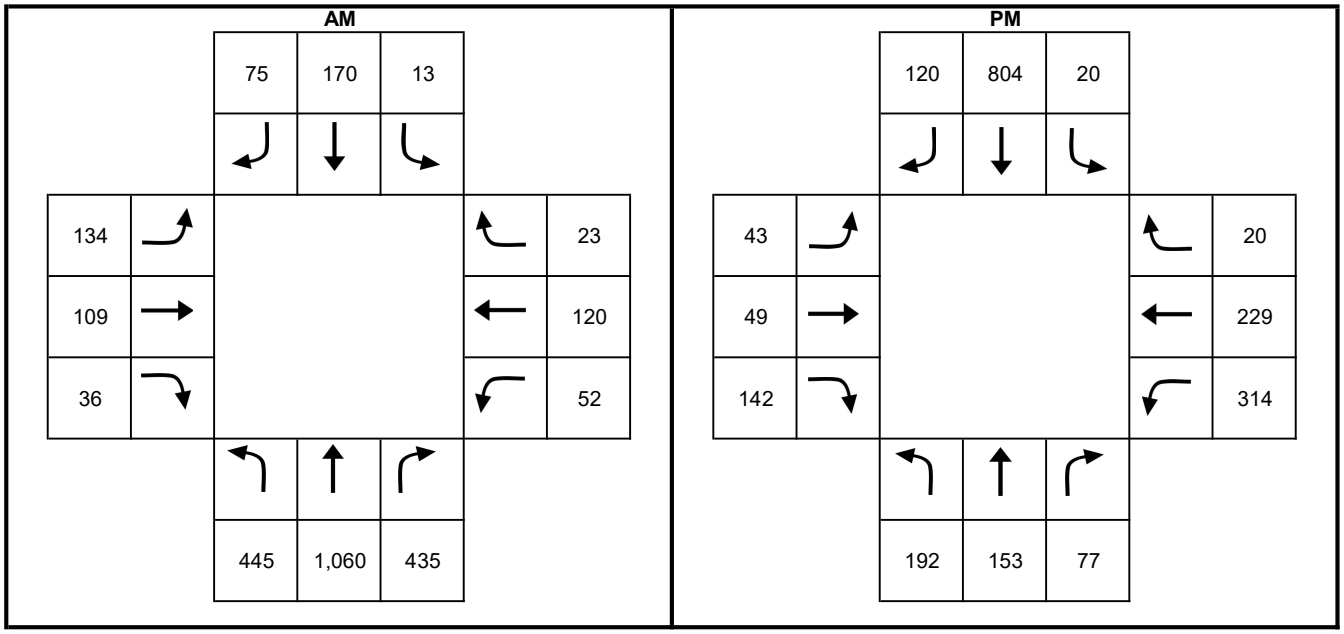
Intersection 5

Analyst: JM
Intersection: Executive Drive / Towne Centre Drive
Future Condition: Existing (Volume Projections)
Date: 2/1/2022
Company: Urban Systems Associates, Inc.
Project Number: 001721
Intersection Control: Signalized

E/W Street Name: Executive Dr.
N/S Street Name: Towne Centre Dr.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	349	151	5,914	7,537	127%	445	192
NTH	973	140	**14,016**	**15,274**	109%	1060	153
NRT	396	70	7,897	8,665	110%	435	77
SLT	12	18	7,897	8,665	110%	13	20
STH	157	742	**20,187**	**21,886**	108%	170	804
SRT	59	94	5,914	7,537	127%	75	120
ELT	123	39	14,016	15,274	109%	134	43
ETH	99	45	**7,897**	**8,665**	110%	109	49
ERT	33	131	20,187	21,886	108%	36	142
WLT	48	290	20,187	21,886	108%	52	314
WTH	94	180	**5,914**	**7,537**	127%	120	229
WRT	21	18	14,016	15,274	109%	23	20



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

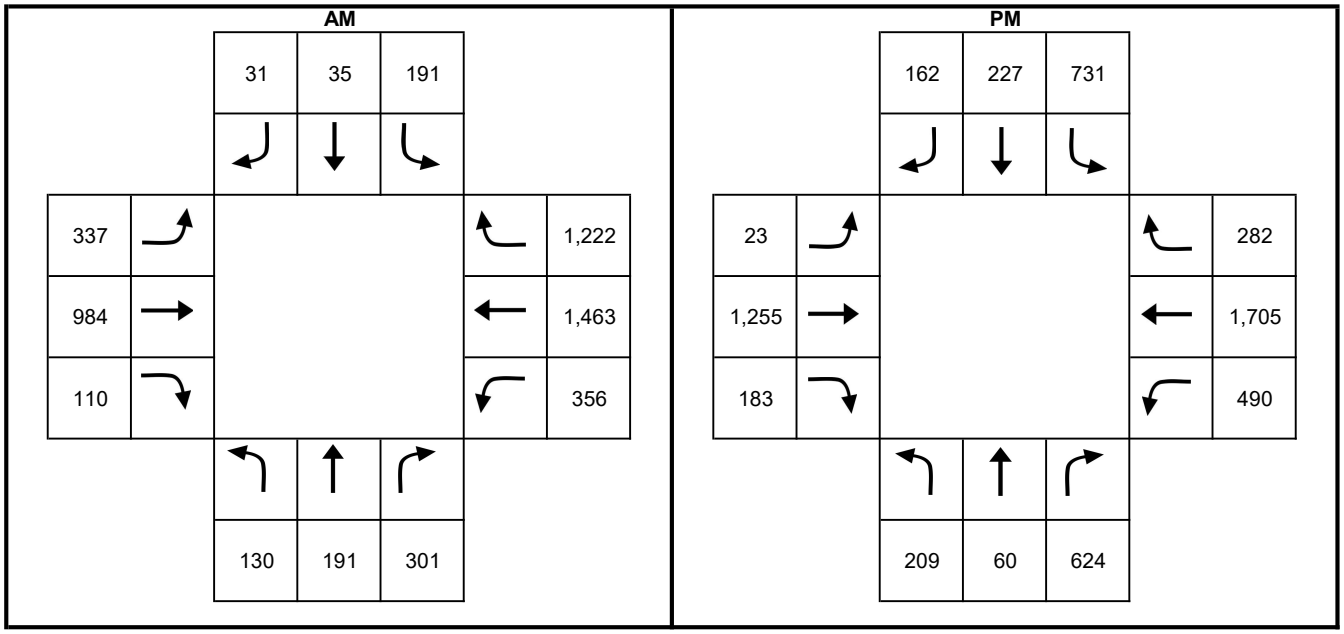
Intersection 6

Analyst: JM
Intersection: La Jolla Village Drive / Towne Centre Drive
Future Condition: Existing (Volume Projections)
Date: 2/1/2022
Company: Urban Systems Associates, Inc.
Project Number: 001721
Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.
N/S Street Name: Towne Centre Dr.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	124	199	43,960	46,102	105%	130	209
NTH	176	55	**20,187**	**21,886**	108%	191	60
NRT	287	594	60,760	63,799	105%	301	624
SLT	182	696	60,760	63,799	105%	191	731
STH	34	221	**17,753**	**18,244**	103%	35	227
SRT	30	154	43,960	46,102	105%	31	162
ELT	311	21	20,187	21,886	108%	337	23
ETH	937	1,195	**60,760**	**63,799**	105%	984	1255
ERT	107	178	17,753	18,244	103%	110	183
WLT	346	477	17,753	18,244	103%	356	490
WTH	1,395	1,626	**43,960**	**46,102**	105%	1463	1705
WRT	1,127	260	20,187	21,886	108%	1222	282



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

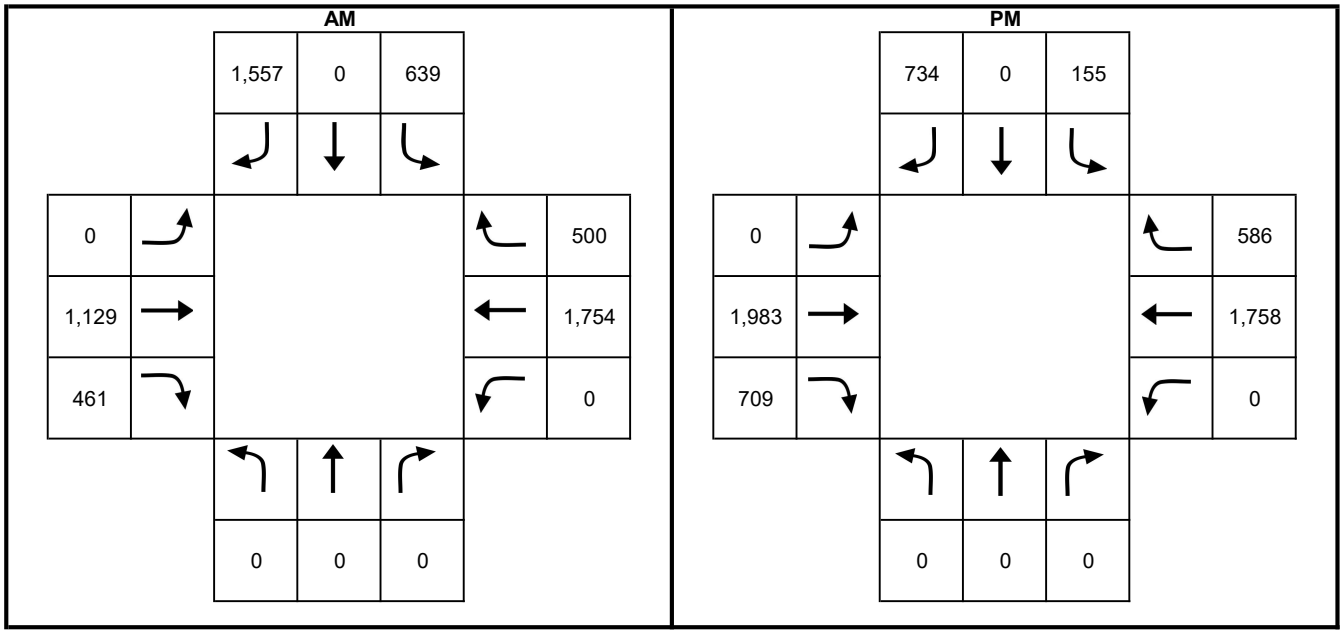
Intersection 7

Analyst: JM
Intersection: La Jolla Village Drive / I-805 SB Ramps
Future Condition: Existing (Volume Projections)
Date: 2/1/2022
Company: Urban Systems Associates, Inc.
Project Number: 001721
Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.
N/S Street Name: Towne Centre Dr.

Factored Turns

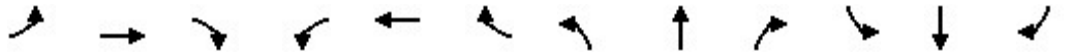
Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	60,760	63,799	105%	0	0
NTH	0	0	**0**	**0**	**100%**	0	0
NRT	0	0	53,630	55,961	104%	0	0
SLT	612	149	53,630	55,961	104%	639	155
STH	0	0	**0**	**0**	**100%**	0	0
SRT	1,483	699	60,760	63,799	105%	1557	734
ELT	0	0	0	0	100%	0	0
ETH	1,082	1,900	**53,630**	**55,961**	**104%**	1129	1983
ERT	442	680	15,500	16,167	104%	461	709
WLT	0	0	0	0	100%	0	0
WTH	1,670	1,674	**60,760**	**63,799**	**105%**	1754	1758
WRT	482	565	3,000	3,111	104%	500	586



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Appendix F: Existing AM/PM Synchro Worksheets

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	219	46	52	407	58	420	69	175	8	40	28
Future Volume (veh/h)	32	219	46	52	407	58	420	69	175	8	40	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.98	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	36	243	51	58	457	65	442	73	184	11	57	40
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.95	0.95	0.95	0.70	0.70	0.70
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	376	1115	229	490	1214	172	578	787	666	525	429	301
Arrive On Green	0.03	0.39	0.39	0.03	0.39	0.39	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1767	2894	595	1767	3091	437	1279	1856	1571	1113	1011	709
Grp Volume(v), veh/h	36	146	148	58	259	263	442	73	184	11	0	97
Grp Sat Flow(s),veh/h/ln	1767	1763	1726	1767	1763	1765	1279	1856	1571	1113	0	1720
Q Serve(g_s), s	1.1	5.0	5.2	1.8	9.5	9.6	29.2	2.1	6.9	0.5	0.0	3.1
Cycle Q Clear(g_c), s	1.1	5.0	5.2	1.8	9.5	9.6	32.3	2.1	6.9	2.7	0.0	3.1
Prop In Lane	1.00		0.34	1.00		0.25	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	376	679	665	490	693	693	578	787	666	525	0	729
V/C Ratio(X)	0.10	0.21	0.22	0.12	0.37	0.38	0.77	0.09	0.28	0.02	0.00	0.13
Avail Cap(c_a), veh/h	583	679	665	684	693	693	578	787	666	525	0	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	18.7	18.7	16.0	19.6	19.6	25.8	15.6	17.0	16.4	0.0	15.9
Incr Delay (d2), s/veh	0.1	0.7	0.8	0.1	1.5	1.6	9.3	0.2	1.0	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.1	2.2	0.7	4.1	4.1	9.9	0.9	2.6	0.1	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	19.4	19.5	16.1	21.1	21.2	35.1	15.9	18.0	16.5	0.0	16.3
LnGrp LOS	B	B	B	B	C	C	D	B	B	B	A	B
Approach Vol, veh/h		330			580			699			108	
Approach Delay, s/veh		19.1			20.6			28.6			16.3	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	39.8		43.3	6.8	40.5		43.3				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		* 4.9				
Max Green Setting (Gmax), s	13.0	34.9		37.9	13.0	34.9		* 38				
Max Q Clear Time (g_c+I1), s	3.8	7.2		34.3	3.1	11.6		5.1				
Green Ext Time (p_c), s	0.1	1.8		1.0	0.0	3.2		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		23.3	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

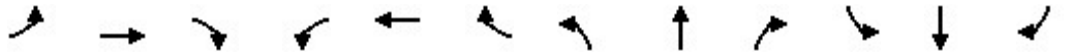
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	672	2	0	138
Future Vol, veh/h	1	0	672	2	0	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	730	2	0	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	806	366	0	0	-	-
Stage 1	731	-	-	-	-	-
Stage 2	75	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	320	631	-	-	0	-
Stage 1	437	-	-	-	0	-
Stage 2	939	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	320	631	-	-	-	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	437	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	382	-
HCM Lane V/C Ratio	-	-	0.003	-
HCM Control Delay (s)	-	-	14.5	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	1331	83	44	1198	500	36	11	25	64	13	53
Future Volume (veh/h)	163	1331	83	44	1198	500	36	11	25	64	13	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.94	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	172	1401	87	48	1316	549	26	32	28	65	63	79
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.90	0.90	0.90	0.67	0.67	0.67
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	139	3385	1031	83	2157	890	194	204	323	122	128	109
Arrive On Green	0.08	0.67	0.67	0.05	1.00	1.00	0.11	0.11	0.11	0.07	0.07	0.07
Sat Flow, veh/h	1767	5066	1543	3428	3514	1450	1767	1856	2944	1767	1856	1572
Grp Volume(v), veh/h	172	1401	87	48	1264	601	26	32	28	65	63	79
Grp Sat Flow(s),veh/h/ln	1767	1689	1543	1714	1689	1588	1767	1856	1472	1767	1856	1572
Q Serve(g_s), s	11.0	17.8	2.8	1.9	0.0	0.0	1.9	2.2	1.2	5.0	4.6	6.9
Cycle Q Clear(g_c), s	11.0	17.8	2.8	1.9	0.0	0.0	1.9	2.2	1.2	5.0	4.6	6.9
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	3385	1031	83	2073	975	194	204	323	122	128	109
V/C Ratio(X)	1.24	0.41	0.08	0.58	0.61	0.62	0.13	0.16	0.09	0.53	0.49	0.73
Avail Cap(c_a), veh/h	139	3385	1031	269	2073	975	593	623	988	303	318	270
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.5	10.7	8.2	65.9	0.0	0.0	56.3	56.4	56.0	63.0	62.8	63.8
Incr Delay (d2), s/veh	154.3	0.4	0.2	4.4	0.4	0.8	0.3	0.4	0.1	3.5	2.9	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	6.6	1.0	0.9	0.1	0.2	0.9	1.1	0.5	2.4	2.3	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	218.8	11.0	8.3	70.4	0.4	0.8	56.6	56.8	56.1	66.5	65.6	72.7
LnGrp LOS	F	B	A	E	A	A	E	E	E	E	E	E
Approach Vol, veh/h		1660			1913			86			207	
Approach Delay, s/veh		32.4			2.3			56.5			68.6	
Approach LOS		C			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	98.1		14.2	15.5	90.4		19.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.0	40.0		24.0	11.0	40.0		47.0				
Max Q Clear Time (g_c+I1), s	3.9	19.8		8.9	13.0	2.0		4.2				
Green Ext Time (p_c), s	0.0	10.8		0.8	0.0	20.7		0.3				

Intersection Summary		
HCM 6th Ctrl Delay	20.0	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

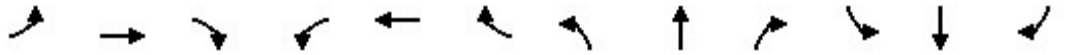
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	400	2	0	640	0	0
Future Vol, veh/h	400	2	0	640	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	435	2	0	696	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	437	0	784	219
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	348	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1119	-	330	785
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	686	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1119	-	330	785
Mov Cap-2 Maneuver	-	-	-	-	447	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	686	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1119	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



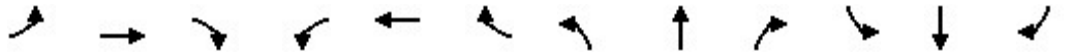
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	109	36	52	120	23	445	1060	435	13	170	75
Future Volume (veh/h)	134	109	36	52	120	23	445	1060	435	13	170	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	163	133	44	59	136	26	468	1116	435	14	187	82
Peak Hour Factor	0.82	0.82	0.82	0.88	0.88	0.88	0.95	0.95	1.00	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	199	564	179	75	429	80	664	1700	750	194	863	363
Arrive On Green	0.11	0.22	0.22	0.04	0.15	0.15	0.14	0.48	0.48	0.01	0.36	0.36
Sat Flow, veh/h	1767	2615	829	1767	2945	547	1767	3526	1555	1767	2411	1015
Grp Volume(v), veh/h	163	88	89	59	80	82	468	1116	435	14	135	134
Grp Sat Flow(s),veh/h/ln	1767	1763	1681	1767	1763	1729	1767	1763	1555	1767	1763	1664
Q Serve(g_s), s	7.2	3.3	3.5	2.6	3.2	3.4	11.0	19.2	16.1	0.4	4.2	4.5
Cycle Q Clear(g_c), s	7.2	3.3	3.5	2.6	3.2	3.4	11.0	19.2	16.1	0.4	4.2	4.5
Prop In Lane	1.00		0.49	1.00		0.32	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	199	380	362	75	257	252	664	1700	750	194	631	595
V/C Ratio(X)	0.82	0.23	0.25	0.79	0.31	0.33	0.70	0.66	0.58	0.07	0.21	0.23
Avail Cap(c_a), veh/h	219	763	728	135	684	671	664	1700	750	283	631	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	25.9	26.0	37.9	30.5	30.6	14.2	15.7	14.9	16.5	17.8	17.9
Incr Delay (d2), s/veh	18.0	0.3	0.4	6.6	1.2	1.3	2.9	2.0	3.3	0.1	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	1.4	1.4	1.3	1.4	1.5	5.4	7.5	5.9	0.2	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	26.2	26.4	44.5	31.8	32.0	17.1	17.7	18.1	16.5	18.6	18.8
LnGrp LOS	D	C	C	D	C	C	B	B	B	B	B	B
Approach Vol, veh/h		340			221			2019			283	
Approach Delay, s/veh		39.0			35.2			17.6			18.6	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	44.3	7.8	22.3	15.4	34.4	13.4	16.7
Change Period (Y+Rc), s	4.4	* 5.8	4.4	5.1	4.4	5.8	4.4	* 5.1
Max Green Setting (Gmax), s	5.1	* 35	6.1	34.6	11.0	28.6	9.9	* 31
Max Q Clear Time (g_c+I1), s	2.4	21.2	4.6	5.5	13.0	6.5	9.2	5.4
Green Ext Time (p_c), s	0.0	8.9	0.0	1.1	0.0	1.6	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



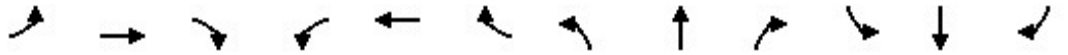
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	337	984	110	356	1463	1222	130	191	301	191	35	31
Future Volume (veh/h)	337	984	110	356	1463	1222	130	191	301	191	35	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	362	1058	118	379	1556	1300	146	215	338	236	43	38
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	402	2382	817	404	2403	1537	196	651	833	287	745	329
Arrive On Green	0.23	0.94	0.94	0.12	0.47	0.47	0.06	0.18	0.18	0.08	0.21	0.21
Sat Flow, veh/h	3428	5066	1546	3428	5066	2753	3428	3526	2745	3428	3526	1557
Grp Volume(v), veh/h	362	1058	118	379	1556	1300	146	215	338	236	43	38
Grp Sat Flow(s),veh/h/ln	1714	1689	1546	1714	1689	1377	1714	1763	1373	1714	1763	1557
Q Serve(g_s), s	14.3	3.0	0.7	15.3	32.6	55.4	5.9	7.4	13.7	9.5	1.4	2.8
Cycle Q Clear(g_c), s	14.3	3.0	0.7	15.3	32.6	55.4	5.9	7.4	13.7	9.5	1.4	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	402	2382	817	404	2403	1537	196	651	833	287	745	329
V/C Ratio(X)	0.90	0.44	0.14	0.94	0.65	0.85	0.75	0.33	0.41	0.82	0.06	0.12
Avail Cap(c_a), veh/h	416	2382	817	404	2403	1537	416	1259	1307	416	1252	553
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	52.8	2.3	1.8	61.2	27.9	25.9	65.0	49.5	38.8	63.1	44.1	44.6
Incr Delay (d2), s/veh	19.4	0.5	0.3	29.2	1.4	5.9	2.1	0.7	0.8	5.4	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.8	0.3	8.3	13.4	18.9	2.6	3.4	4.8	4.4	0.6	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.2	2.8	2.1	90.4	29.3	31.8	67.1	50.2	39.6	68.6	44.1	44.9
LnGrp LOS	E	A	A	F	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1538			3235			699			317	
Approach Delay, s/veh		19.1			37.5			48.6			62.4	
Approach LOS		B			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.4	71.3	12.4	34.9	20.8	71.9	16.1	31.2
Change Period (Y+Rc), s	4.9	5.5	4.4	5.3	4.4	* 5.5	4.4	* 5.3
Max Green Setting (Gmax), s	16.5	36.7	17.0	49.7	17.0	* 37	17.0	* 50
Max Q Clear Time (g_c+I1), s	17.3	5.0	7.9	4.8	16.3	57.4	11.5	15.7
Green Ext Time (p_c), s	0.0	15.3	0.2	0.7	0.1	0.0	0.2	6.6

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

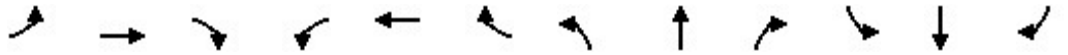
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1129	0	0	1754	500	0	0	0	639	0	1557
Future Volume (veh/h)	0	1129	0	0	1754	500	0	0	0	639	0	1557
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856				1856	0	1856
Adj Flow Rate, veh/h	0	1176	0	0	1907	271				666	0	1049
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92				0.96	0.96	0.96
Percent Heavy Veh, %	0	3	3	0	3	3				3	0	3
Cap, veh/h	0	2344	0	0	2344	1401				1468	0	1185
Arrive On Green	0.00	0.46	0.00	0.00	0.46	0.46				0.43	0.00	0.43
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	1176	0	0	1907	271				666	0	1049
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	19.5	0.0	0.0	38.9	2.7				16.5	0.0	41.9
Cycle Q Clear(g_c), s	0.0	19.5	0.0	0.0	38.9	2.7				16.5	0.0	41.9
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2344	0	0	2344	1401				1468	0	1185
V/C Ratio(X)	0.00	0.50	0.00	0.00	0.81	0.19				0.45	0.00	0.89
Avail Cap(c_a), veh/h	0	2344	0	0	2344	1401				1754	0	1416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.6	0.0	0.0	27.8	0.9				24.4	0.0	31.6
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	3.2	0.3				0.2	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.8	0.0	0.0	16.0	5.0				6.7	0.0	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.3	0.0	0.0	31.0	1.2				24.6	0.0	37.8
LnGrp LOS	A	C	A	A	C	A				C	A	D
Approach Vol, veh/h		1176			2178						1715	
Approach Delay, s/veh		23.3			27.3						32.7	
Approach LOS		C			C						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		63.0		57.0		63.0						
Change Period (Y+Rc), s		7.5		5.6		7.5						
Max Green Setting (Gmax), s		45.5		61.4		45.5						
Max Q Clear Time (g_c+I1), s		21.5		43.9		40.9						
Green Ext Time (p_c), s		9.4		7.5		4.1						

Intersection Summary												
HCM 6th Ctrl Delay			28.2									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	228	406	264	234	21	70	20	37	10	86	31
Future Volume (veh/h)	17	228	406	264	234	21	70	20	37	10	86	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.99	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	20	275	489	287	254	23	92	26	49	13	110	40
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.76	0.76	0.76	0.78	0.78	0.78
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	483	617	531	318	1490	134	472	714	602	564	498	181
Arrive On Green	0.02	0.35	0.35	0.12	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1767	1763	1518	1767	3270	294	1220	1856	1564	1308	1295	471
Grp Volume(v), veh/h	20	275	489	287	136	141	92	26	49	13	0	150
Grp Sat Flow(s),veh/h/ln	1767	1763	1518	1767	1763	1800	1220	1856	1564	1308	0	1766
Q Serve(g_s), s	0.7	12.0	30.8	10.2	4.5	4.6	5.5	0.9	2.0	0.6	0.0	5.7
Cycle Q Clear(g_c), s	0.7	12.0	30.8	10.2	4.5	4.6	11.2	0.9	2.0	1.5	0.0	5.7
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	483	617	531	318	803	820	472	714	602	564	0	680
V/C Ratio(X)	0.04	0.45	0.92	0.90	0.17	0.17	0.19	0.04	0.08	0.02	0.00	0.22
Avail Cap(c_a), veh/h	683	617	531	331	803	820	472	714	602	564	0	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	25.0	31.1	23.1	16.0	16.0	24.4	19.1	19.5	19.6	0.0	20.6
Incr Delay (d2), s/veh	0.0	2.3	23.7	26.1	0.5	0.5	0.9	0.1	0.3	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.3	14.4	6.1	1.9	2.0	1.7	0.4	0.8	0.2	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	27.3	54.8	49.2	16.5	16.5	25.3	19.2	19.7	19.7	0.0	21.4
LnGrp LOS	C	C	D	D	B	B	C	B	B	B	A	C
Approach Vol, veh/h		784			564			167			163	
Approach Delay, s/veh		44.3			33.1			22.7			21.2	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	39.8		43.3	6.1	50.4		43.3				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		* 4.9				
Max Green Setting (Gmax), s	13.0	34.9		37.9	13.0	34.9		* 38				
Max Q Clear Time (g_c+I1), s	12.2	32.8		13.2	2.7	6.6		7.7				
Green Ext Time (p_c), s	0.1	1.0		0.6	0.0	1.6		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		36.1
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

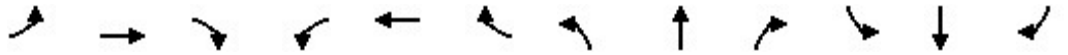
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	127	0	0	756
Future Vol, veh/h	0	0	127	0	0	756
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	138	0	0	822

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	549	69	0	0	138	0
Stage 1	138	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	466	980	-	-	1443	-
Stage 1	874	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	466	980	-	-	1443	-
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	638	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1443	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	825	291	166	1809	92	235	9	198	391	48	317
Future Volume (veh/h)	86	825	291	166	1809	92	235	9	198	391	48	317
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	89	851	300	169	1846	94	277	0	228	549	-24	396
Peak Hour Factor	0.97	0.97	0.97	0.98	0.98	0.98	0.87	0.87	0.87	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	97	2127	648	214	2109	107	697	0	575	709	0	333
Arrive On Green	0.05	0.42	0.42	0.12	0.85	0.85	0.20	0.00	0.20	0.20	0.00	0.20
Sat Flow, veh/h	1767	5066	1544	3428	4934	251	3534	0	2916	3534	-100	1658
Grp Volume(v), veh/h	89	851	300	169	1262	678	277	0	228	549	0	372
Grp Sat Flow(s),veh/h/ln	1767	1689	1544	1714	1689	1808	1767	0	1458	1767	0	1557
Q Serve(g_s), s	7.5	17.6	21.0	7.2	32.2	32.6	10.2	0.0	10.2	22.0	0.0	30.1
Cycle Q Clear(g_c), s	7.5	17.6	21.0	7.2	32.2	32.6	10.2	0.0	10.2	22.0	0.0	30.1
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		1.06
Lane Grp Cap(c), veh/h	97	2127	648	214	1444	773	697	0	575	709	0	312
V/C Ratio(X)	0.92	0.40	0.46	0.79	0.87	0.88	0.40	0.00	0.40	0.77	0.00	1.19
Avail Cap(c_a), veh/h	97	2127	648	302	1444	773	966	0	797	709	0	312
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.6	30.3	31.3	64.7	8.6	8.6	52.4	0.0	52.4	56.7	0.0	59.0
Incr Delay (d2), s/veh	66.5	0.6	2.4	6.6	4.6	8.3	0.4	0.0	0.4	5.3	0.0	113.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	7.4	8.4	3.2	4.6	5.8	4.6	0.0	3.8	10.4	0.0	21.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	137.0	30.9	33.7	71.2	13.1	16.9	52.8	0.0	52.9	62.1	0.0	172.0
LnGrp LOS	F	C	C	E	B	B	D	A	D	E	A	F
Approach Vol, veh/h		1240			2109			505			921	
Approach Delay, s/veh		39.2			19.0			52.8			106.5	
Approach LOS		D			B			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	67.5		34.6	12.7	68.6		34.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	13.2	47.7		30.1	8.2	52.7		41.0				
Max Q Clear Time (g_c+I1), s	9.2	23.0		32.1	9.5	34.6		12.2				
Green Ext Time (p_c), s	0.2	7.8		0.0	0.0	13.0		2.0				

Intersection Summary		
HCM 6th Ctrl Delay		44.7
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

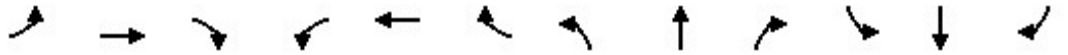
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	275	0	0	541	0	2
Future Vol, veh/h	275	0	0	541	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	299	0	0	588	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	299	0	593	150
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	294	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1259	-	437	870
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	730	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1259	-	437	870
Mov Cap-2 Maneuver	-	-	-	-	532	-
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	730	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	870	-	-	1259	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	9.1	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-



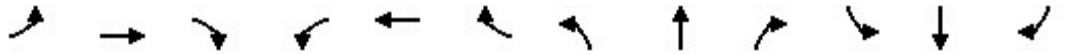
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	49	142	314	229	20	192	153	77	20	804	120
Future Volume (veh/h)	43	49	142	314	229	20	192	153	77	20	804	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	49	56	104	341	249	11	211	168	58	23	914	119
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	62	278	240	266	940	41	278	1502	664	553	1180	154
Arrive On Green	0.04	0.16	0.16	0.15	0.27	0.27	0.07	0.43	0.43	0.02	0.38	0.38
Sat Flow, veh/h	1767	1763	1520	1767	3438	151	1767	3526	1559	1767	3135	408
Grp Volume(v), veh/h	49	56	104	341	127	133	211	168	58	23	514	519
Grp Sat Flow(s),veh/h/ln	1767	1763	1520	1767	1763	1827	1767	1763	1559	1767	1763	1781
Q Serve(g_s), s	2.2	2.2	5.0	12.1	4.5	4.6	5.6	2.3	1.8	0.6	20.6	20.6
Cycle Q Clear(g_c), s	2.2	2.2	5.0	12.1	4.5	4.6	5.6	2.3	1.8	0.6	20.6	20.6
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	62	278	240	266	482	500	278	1502	664	553	663	670
V/C Ratio(X)	0.79	0.20	0.43	1.28	0.26	0.27	0.76	0.11	0.09	0.04	0.77	0.77
Avail Cap(c_a), veh/h	255	712	614	266	727	753	278	1502	664	630	663	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	29.4	30.6	34.1	22.8	22.8	18.4	13.9	13.7	14.8	22.0	22.0
Incr Delay (d2), s/veh	8.2	0.4	1.4	151.6	0.5	0.5	10.4	0.2	0.3	0.0	8.6	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.9	1.9	16.3	1.9	2.0	3.0	0.9	0.6	0.2	9.6	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	29.8	32.0	185.7	23.3	23.3	28.9	14.0	14.0	14.8	30.6	30.6
LnGrp LOS	D	C	C	F	C	C	C	B	B	B	C	C
Approach Vol, veh/h		209			601			437			1056	
Approach Delay, s/veh		34.8			115.5			21.2			30.3	
Approach LOS		C			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	40.0	16.5	17.8	10.0	36.0	7.2	27.1
Change Period (Y+Rc), s	4.4	* 5.8	4.4	5.1	4.4	5.8	4.4	* 5.1
Max Green Setting (Gmax), s	5.1	* 31	12.1	32.4	5.6	30.2	11.6	* 33
Max Q Clear Time (g_c+I1), s	2.6	4.3	14.1	7.0	7.6	22.6	4.2	6.6
Green Ext Time (p_c), s	0.0	1.4	0.0	1.0	0.0	4.1	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	51.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



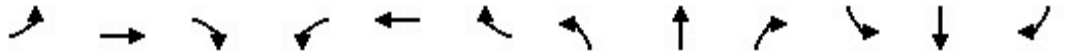
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1255	183	490	1705	282	209	60	624	731	227	162
Future Volume (veh/h)	23	1255	183	490	1705	282	209	60	624	731	227	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	26	1426	106	505	1758	167	222	64	611	754	234	115
Peak Hour Factor	0.88	0.88	0.88	0.97	0.97	0.97	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	60	1547	602	368	2018	1668	268	832	942	745	1322	576
Arrive On Green	0.04	0.61	0.61	0.11	0.40	0.40	0.08	0.24	0.24	0.22	0.38	0.38
Sat Flow, veh/h	3428	5066	1568	3428	5066	2677	3428	3526	2732	3428	3526	1537
Grp Volume(v), veh/h	26	1426	106	505	1758	167	222	64	611	754	234	115
Grp Sat Flow(s),veh/h/ln	1714	1689	1568	1714	1689	1338	1714	1763	1366	1714	1763	1537
Q Serve(g_s), s	1.1	37.6	4.1	16.1	48.0	3.8	9.6	2.1	28.4	32.6	6.7	7.6
Cycle Q Clear(g_c), s	1.1	37.6	4.1	16.1	48.0	3.8	9.6	2.1	28.4	32.6	6.7	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	1547	602	368	2018	1668	268	832	942	745	1322	576
V/C Ratio(X)	0.43	0.92	0.18	1.37	0.87	0.10	0.83	0.08	0.65	1.01	0.18	0.20
Avail Cap(c_a), veh/h	151	1547	602	368	2018	1668	357	928	1016	745	1322	576
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00	0.29	0.29	0.29
Uniform Delay (d), s/veh	71.6	27.6	16.7	66.9	41.6	11.8	68.1	44.6	41.7	58.7	31.4	31.7
Incr Delay (d2), s/veh	1.5	9.1	0.5	184.0	5.5	0.1	8.9	0.1	2.1	20.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	12.6	1.5	16.5	20.9	1.2	4.5	1.0	9.9	16.3	2.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.1	36.6	17.2	250.9	47.1	11.9	77.0	44.7	43.8	79.5	31.4	31.7
LnGrp LOS	E	D	B	F	D	B	E	D	D	F	C	C
Approach Vol, veh/h		1558			2430			897			1103	
Approach Delay, s/veh		35.9			87.0			52.1			64.3	
Approach LOS		D			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	51.3	16.1	61.6	7.0	65.3	37.0	40.7
Change Period (Y+Rc), s	4.9	5.5	4.4	5.3	4.4	* 5.5	4.4	* 5.3
Max Green Setting (Gmax), s	16.1	42.0	15.6	56.2	6.6	* 52	32.6	* 40
Max Q Clear Time (g_c+I1), s	18.1	39.6	11.6	9.6	3.1	50.0	34.6	30.4
Green Ext Time (p_c), s	0.0	2.1	0.2	3.7	0.0	2.1	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	64.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



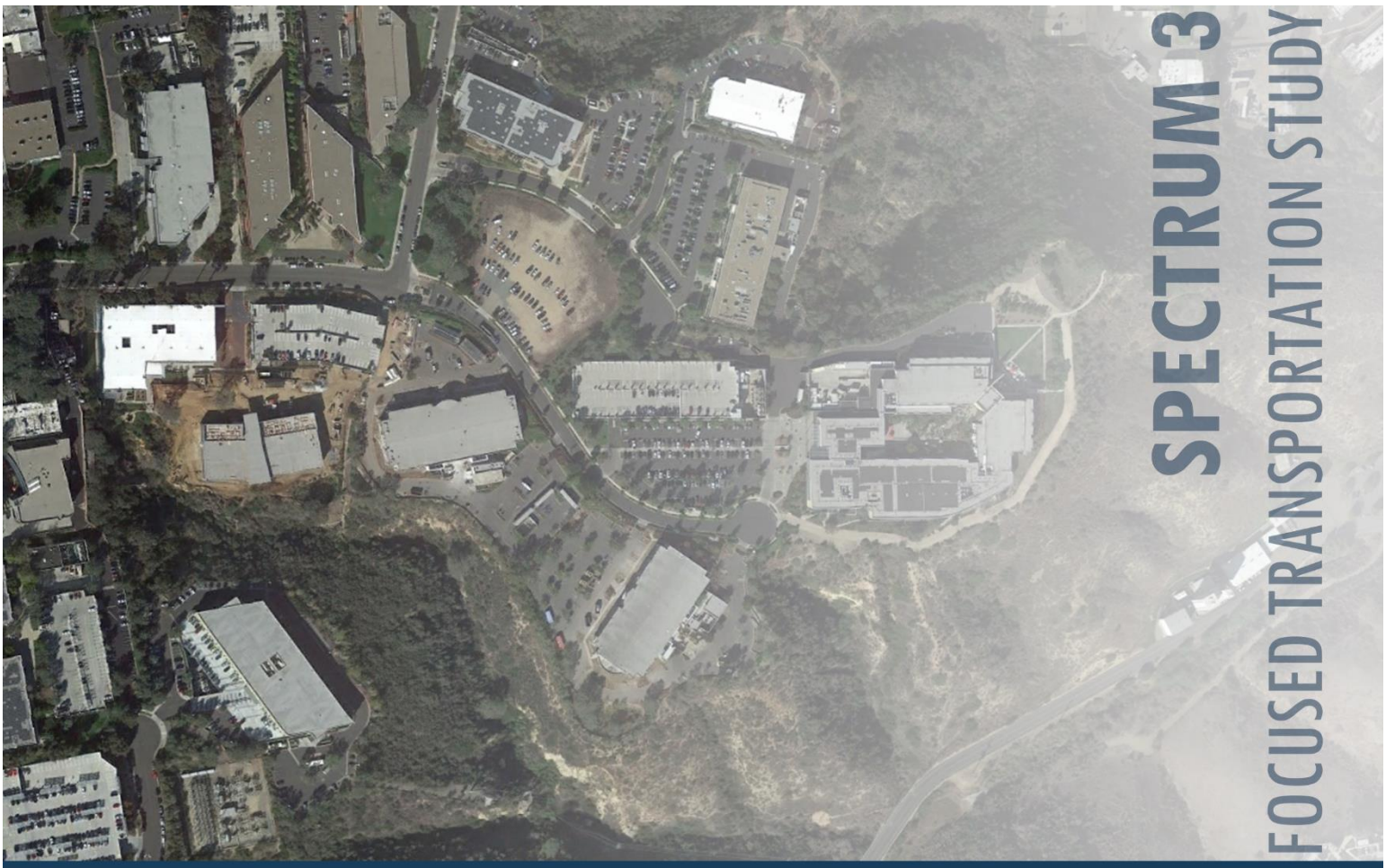
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1983	0	0	1758	586	0	0	0	155	0	734
Future Volume (veh/h)	0	1983	0	0	1758	586	0	0	0	155	0	734
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856				1856	0	1856
Adj Flow Rate, veh/h	0	2066	0	0	1812	604				172	0	816
Peak Hour Factor	0.96	0.96	0.96	0.97	0.97	0.97				0.90	0.90	0.90
Percent Heavy Veh, %	0	3	3	0	3	3				3	0	3
Cap, veh/h	0	2947	0	0	2947	1423				1109	0	895
Arrive On Green	0.00	0.58	0.00	0.00	0.58	0.58				0.32	0.00	0.32
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	2066	0	0	1812	604				172	0	816
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	39.8	0.0	0.0	32.1	8.2				4.9	0.0	39.0
Cycle Q Clear(g_c), s	0.0	39.8	0.0	0.0	32.1	8.2				4.9	0.0	39.0
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2947	0	0	2947	1423				1109	0	895
V/C Ratio(X)	0.00	0.70	0.00	0.00	0.61	0.42				0.16	0.00	0.91
Avail Cap(c_a), veh/h	0	2947	0	0	2947	1423				1327	0	1071
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.4	0.0	0.0	18.8	1.0				33.3	0.0	44.8
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	1.0	0.9				0.1	0.0	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.7	0.0	0.0	12.6	13.3				2.1	0.0	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.8	0.0	0.0	19.8	1.9				33.3	0.0	55.1
LnGrp LOS	A	C	A	A	B	A				C	A	E
Approach Vol, veh/h		2066			2416						988	
Approach Delay, s/veh		21.8			15.3						51.3	
Approach LOS		C			B						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		87.8		50.2		87.8						
Change Period (Y+Rc), s		7.5		5.6		7.5						
Max Green Setting (Gmax), s		71.5		53.4		71.5						
Max Q Clear Time (g_c+I1), s		41.8		41.0		34.1						
Green Ext Time (p_c), s		20.5		3.6		24.4						

Intersection Summary												
HCM 6th Ctrl Delay			24.3									
HCM 6th LOS			C									

Appendix G: Cumulative Projects List and Project Information

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SPECTRUM 3

FOCUSED TRANSPORTATION STUDY

Prepared For: Alexandria Real Estate Equities, Inc. and the City of San Diego

Project Number: 003117
Date: February 26, 2018

REGISTERED PROFESSIONAL ENGINEER
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3.0 PROPOSED PROJECT

The recently approved entitlement of the Spectrum 3 & 4 site allowed the demolition of buildings on the site and replacement with two new buildings (Building A and B) totaling approximately 182,058 trip generating square feet of scientific research and development space. Building B, on the Spectrum 4 site is currently under construction within the previous entitled trip generating square footage of 127,015 with a scientific research use. From the previous entitlement, there remain 55,043 square feet of trip generating space (182,058 total trip generating square feet minus 127,015 square feet Building B). The current project proposes to supplement these 55,043 square feet of trip generating space with 49,290 square feet from 3050 Callan Road (Transfer Site #1) and 12,269 square feet from 3013-3033 Science Park Road (Transfer Site #2) via a Transfer of Development Rights (TDR) as discussed in the University Community Plan. The total trip generating square footage of Building A (Spectrum 3) would subsequently total 116,602 square feet. **This is an increase of 61,559 square feet of trip generating space compared to the previous entitlement.**

3.1 TRIP GENERATION

The project includes the construction of two new scientific research and development buildings located in 3115 (Spectrum 3) and 3215 (Spectrum 4) Merryfield Row. The site previously held two scientific research and development buildings. The two previously existing buildings at the Spectrum 3 & 4 site consisted of Building A (located on 3115 Merryfield Row) with 79,759 square

feet of trip generating scientific research and development space, Building "B" (located on 3215 Merryfield Row) with 76,894 square feet of trip generating scientific research and development space. These previously existing buildings accounted for a total of 156,653 square feet of trip generating scientific research and development, which generated 1,253 ADT. The entitlement of the Spectrum 3 & 4 site, approved by the City of San Diego on October 17, 2016, allowed the demolition of buildings on the site and replacement with two new buildings (Building "A" and "B") totaling approximately 182,058 trip generating square feet of scientific research and development space. This space is equivalent to 1,456 ADT. Building "B", on the Spectrum 4 site is currently under construction within the previous entitled trip generating square footage of 127,015 with a scientific research and development use. From the previous entitlement, there remain 55,043 square feet of trip generating space (182,058 total trip generating square feet minus 127,015 square feet Building "B"). The current project proposes to supplement these 55,043 square feet of trip generating space with 49,290 square feet from 3050 Callan Road (Transfer Site #1) and 12,269 square feet from 3013-3033 Science Park Road (Transfer Site #2) via a Transfer of Development Rights (TDR) as discussed in the University Community Plan. The total trip generating square footage of Building "A" (Spectrum 3) would subsequently total 116,602 square feet (55,043 SF + 49,290 SF + 12,269 SF). This is a net increase of 61,559 square feet of trip generating space compared to previous entitlements.

Therefore, the net increase of 61,559 square feet of trip generating scientific research and development is expected to generate a total of **492 additional average daily trips (ADT)** with **79**

additional AM (71 in / 8 out) peak hour trips and **69 additional PM (7 in / 62 out)** peak hour trips.

A trip generation rate of 8-weekday trips per 1000 square feet of scientific research was used, which is consistent with the *City of San Diego Trip Generation Manual, 2003.* **Table 3-1** shows a trip generation estimate for the proposed project and includes additional information regarding the previously existing buildings and the 2016 entitlement of the Spectrum 3 & 4 site. The trip generation estimate is intended to show the net differential of ADT between the 2016 entitlement and the proposed transfer for the Spectrum 3 site.

3.2 TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution percentages are based on knowledge of the existing communities surrounding the project area, the project's proximity to interstate highways and arterials, and the examination of existing traffic patterns. **Figure 3-1** shows the project's distribution. As shown, 28% of project traffic would be expected to travel on northbound on North Torrey Pines Road and 67% of project traffic would be expected to travel southbound. It is expected approximately 10% would travel south on North Torrey Pines Road while the remaining 57% would travel via Genesee Avenue towards the I-5 freeway.

Figure 3-2 shows the Project Only average daily traffic volumes

Figure 3-3 shows the Project Only AM/PM peak hour intersection volumes.

Table 3-1

Spectrum 3 Project Trip Generation

Use	Intensity		Rate	ADT	AM						PM					
					Peak %	Vol.	In %	Out%	In	Out	Peak %	Vol.	In %	Out%	In	Out
Previous Entitlement																
3115 Merryfield Row	55,043	SF	8 / KSF	**440**	16%	**70**	90% : 10%		**63**	**7**	14%	**62**	10% : 90%		**6**	**55**
3215 Merryfield Row	127,015	SF	8 / KSF	**1,016**	16%	**163**	90% : 10%		**146**	**16**	14%	**142**	10% : 90%		**14**	**128**
TOTAL				**1,456**		**233**			**210**	**23**		**204**			**20**	**184**
Transfer from 3050 Callan Rd. (Site #1) and 3013-3033 Science Park Rd. (Site #2)																
Site #1	49,290	SF	8 / KSF	**394**	16%	**63**	90% : 10%		**57**	**6**	14%	**55**	10% : 90%		**6**	**50**
Site #2	12,269	SF	8 / KSF	**98**	16%	**16**	90% : 10%		**14**	**2**	14%	**14**	10% : 90%		**1**	**12**
TOTAL				**492**		**79**			**71**	**8**		**69**			**7**	**62**
TOTAL INCREASE	**61,559**	**SF**		**492**		**79**			**71**	**8**		**69**			**7**	**62**

Source:
Rates taken from the *City of San Diego, Trip Generation Manual (May 2003)*
Note:
KSF = 1,000 Square Feet

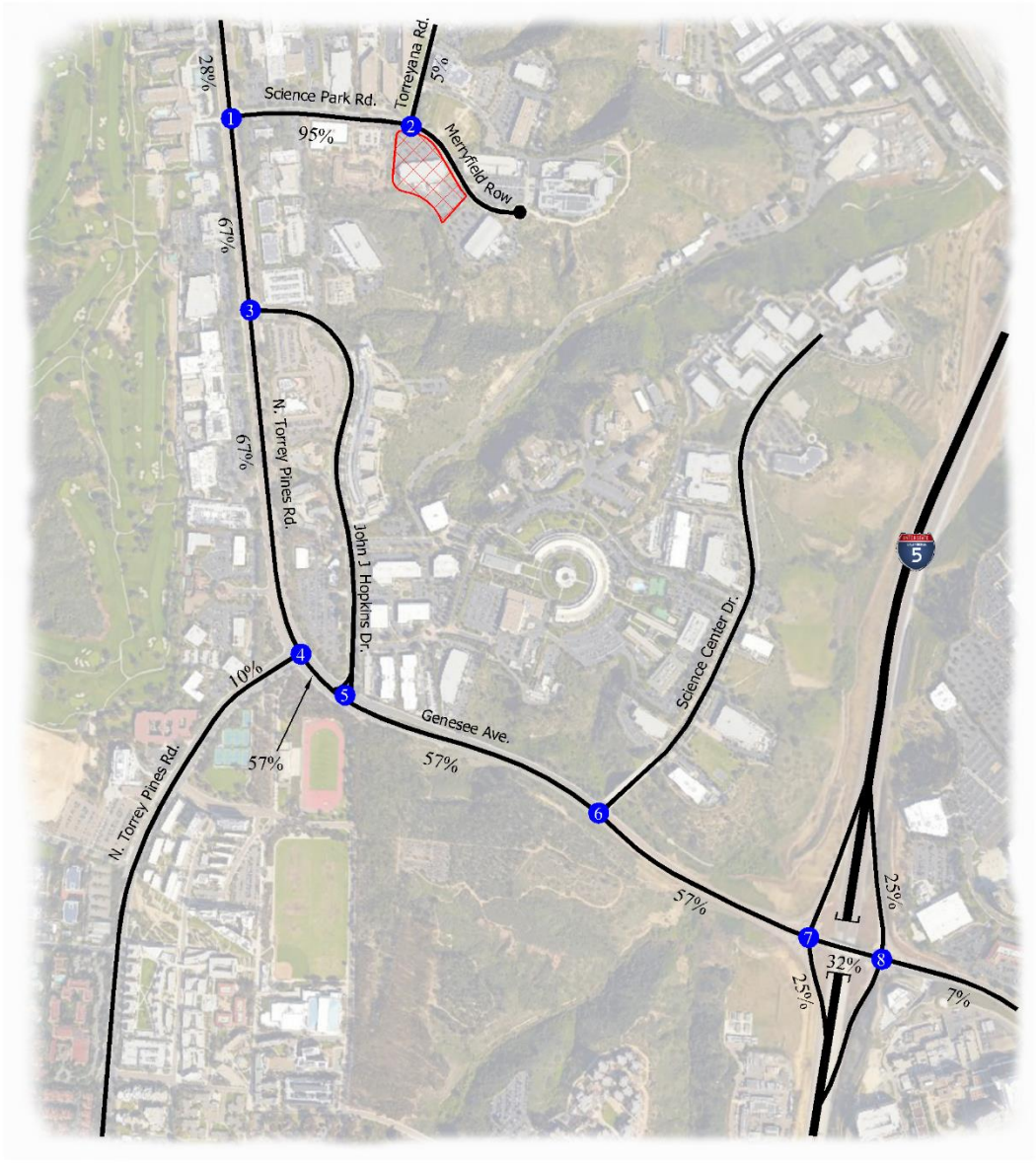


Figure 3-1

Project Distribution Percentages

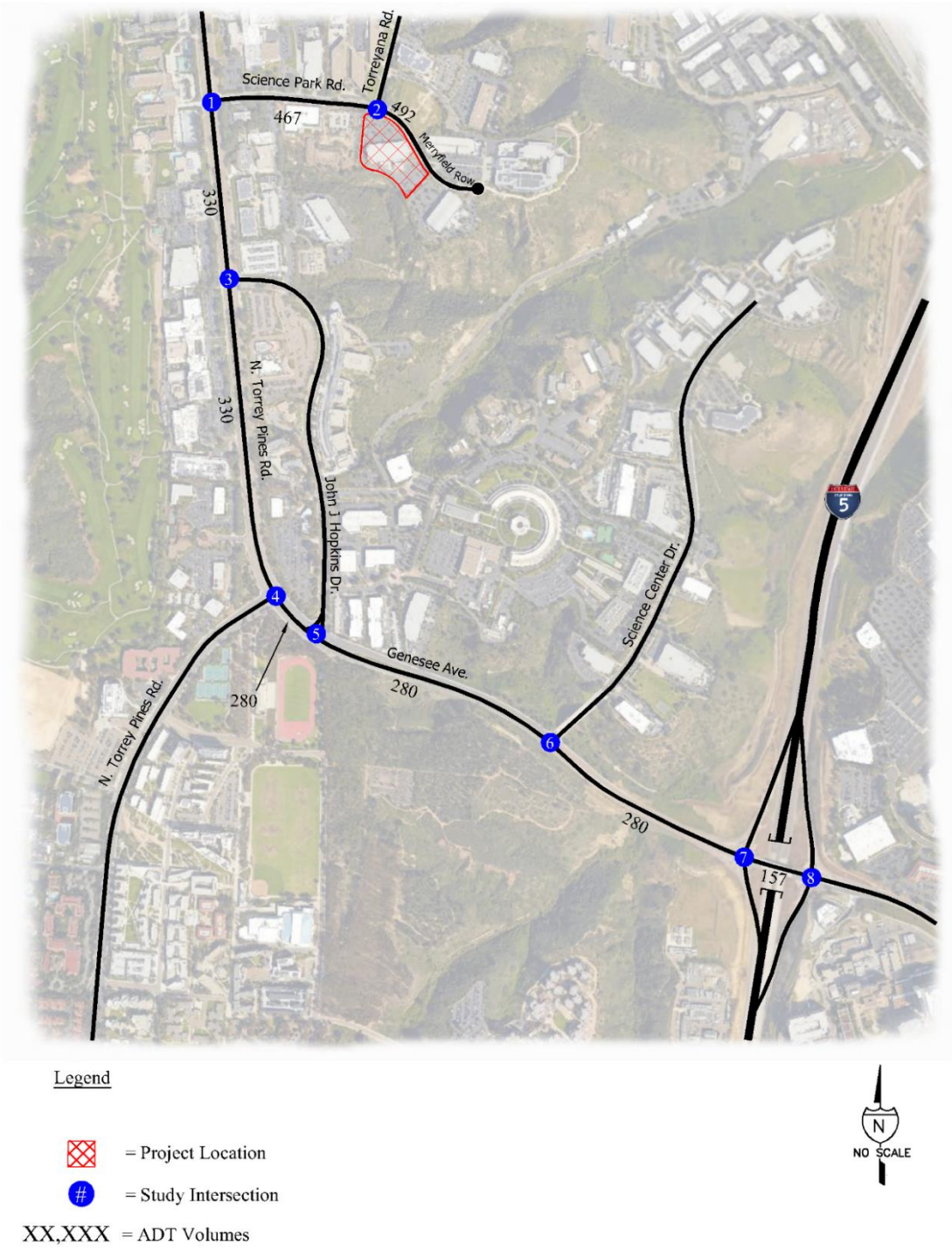
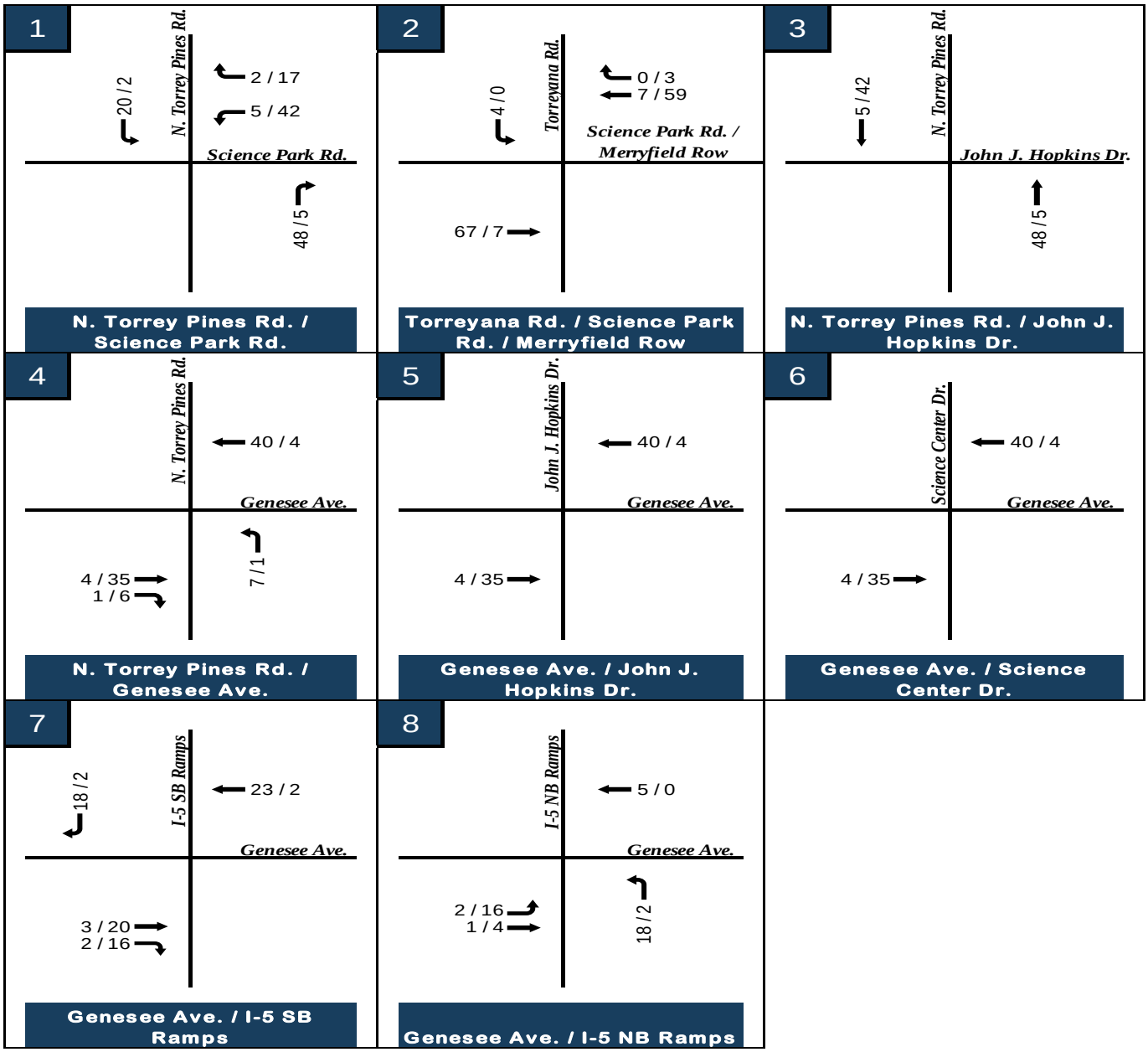


Figure 3-2

Project Only ADT



XX / XX = AM / PM Peak hour volumes

Figure 3-3

Project AM / PM Peak Hour Traffic

TRAFFIC IMPACT ANALYSIS

For

THE SCRIPPS RESEARCH INSTITUTE (TSRI)

Prepared for the

CITY OF SAN DIEGO

&

DGA



Final Submittal: April 11, 2016

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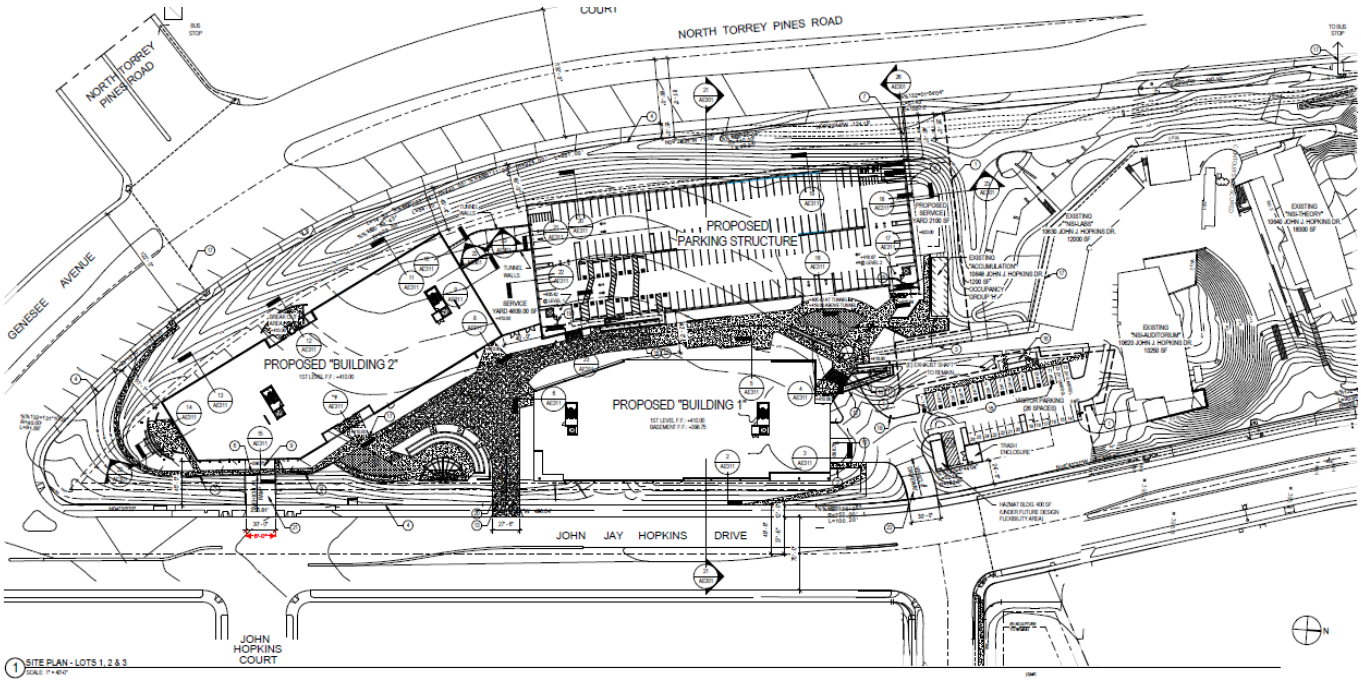


FIGURE 2-2A

Project Site Plan (Lots 1, 2 & 3)

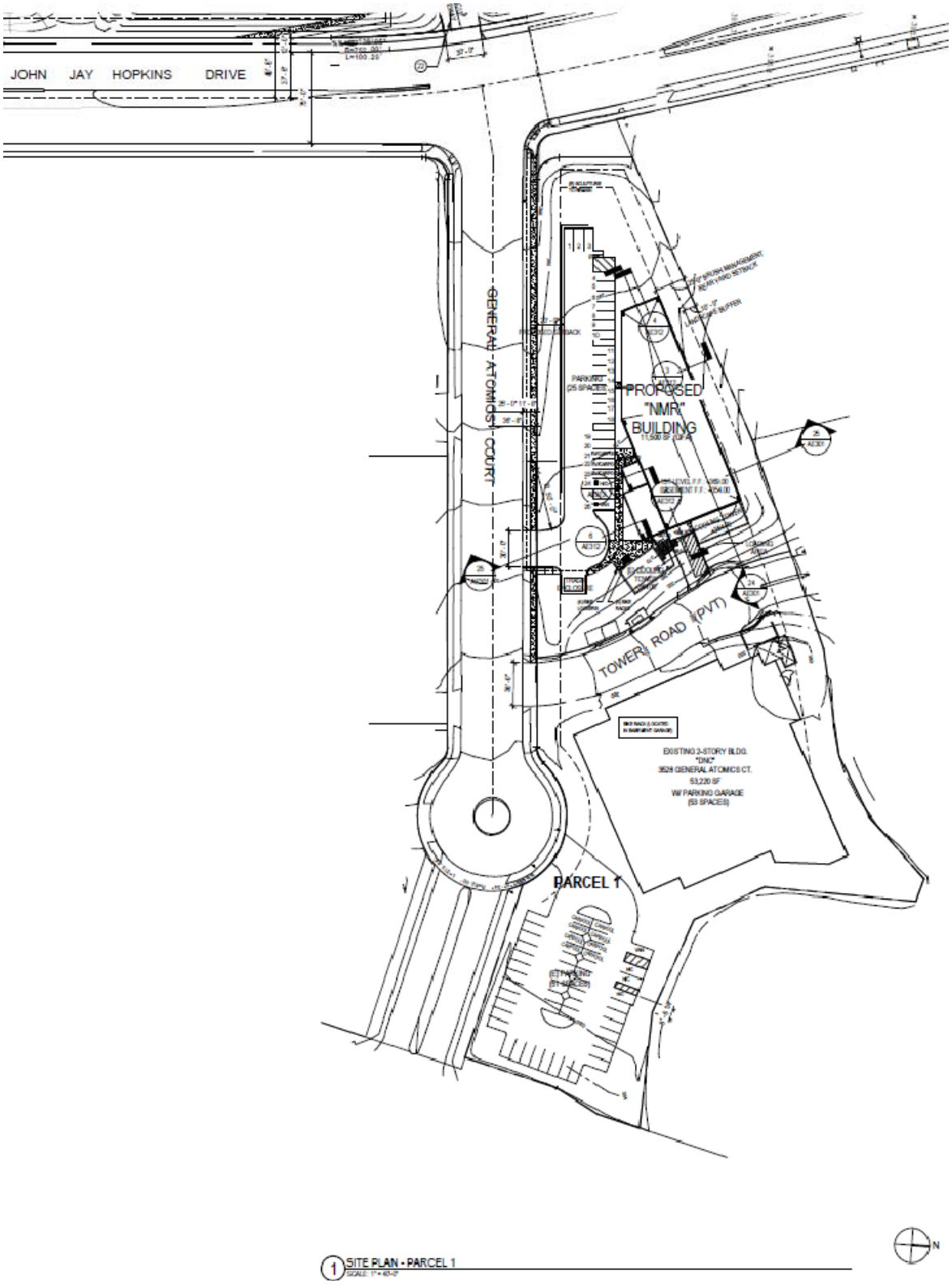


FIGURE 2-2B

Project Site Plan (Parcel 1)

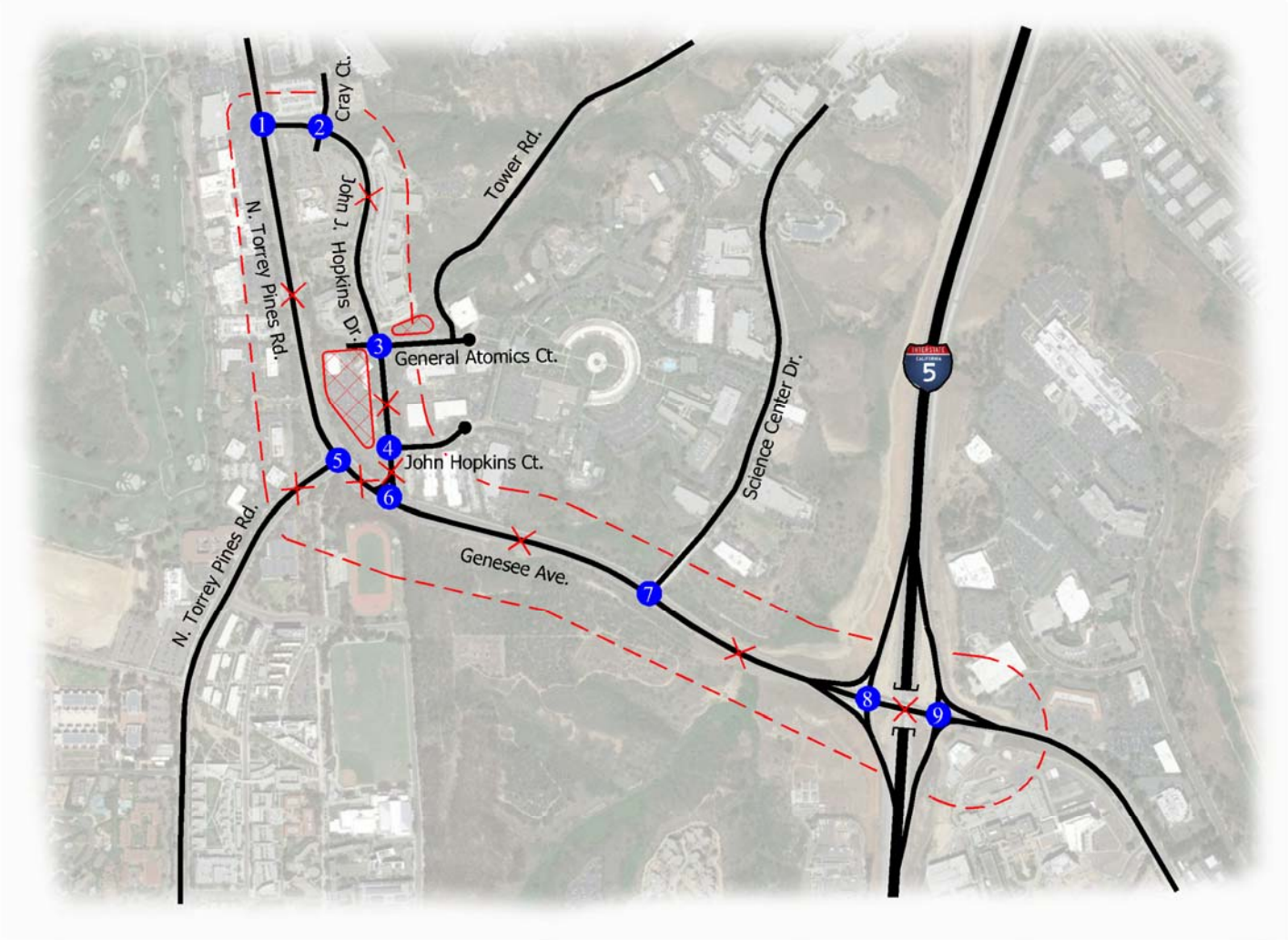


FIGURE 2-3

Study Area Boundary / Intersection Key

3.0 PROPOSED PROJECT

The proposed project consists of approximately 204,000 SF of scientific research. The proposed project will utilize the existing driveways along John J. Hopkins Drive (Lots 1-3) as well as the existing driveway on General Atomics Court. Please refer to **Figure 2-2A** and **Figure 2-2B** for the project site plan.

It is anticipated that the "NMR Building" on Lot 10 of Parcel 1 could be completed as early as June 2017. This building is approximately 11,500 SF and represents approximately 92 ADT. The next structure to be constructed is expected to be a 643 stall parking structure on Lots 1-3. Please refer to Section 12.3 for further discussion on temporary parking during construction. It should also be noted that the I-5/ Genesee Avenue Interchange project is anticipated to be completed by Summer 2017.

As discussed above, 11,500 square foot Scientific Research building and a parking structure will be completed beginning in Summer 2017 (post interchange completion) with approximately 92 ADT associated with it. This represents approximately 8.6% of the net increase in total project traffic (1,145 ADT). Due to the fact that occupancy is anticipated after completion of the Interchange project, the entire project was analyzed as a single phase with an opening day in 2019 when the vast majority of occupancy will occur.

3.1 TRIP GENERATION

A trip generation rate of 8 trips per 1000 square feet of scientific research was taken from the *City of San Diego Trip Generation Manual, 2003.* The proposed project would generate 1,145 average daily trips (ADT) with 183 AM (165 in / 18 out) peak hour trips and 160 PM (16 in / 144 out) peak hour trips. **Table**

3-1 shows a vehicle trip generation table for the proposed project. As shown in the table, a credit was taken for the existing 60,885 SF of scientific research buildings.

3.2 TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution percentages are based on knowledge of the existing communities surrounding the project area, the project's proximity to interstate highways and arterials, and the examination of existing traffic patterns. **Figure 3-2** shows the project's distribution. As shown, 70% of project traffic would be expected to travel on Genesee Avenue towards the I-5 freeway.

Figure 3-3 shows the project only average daily traffic volumes.

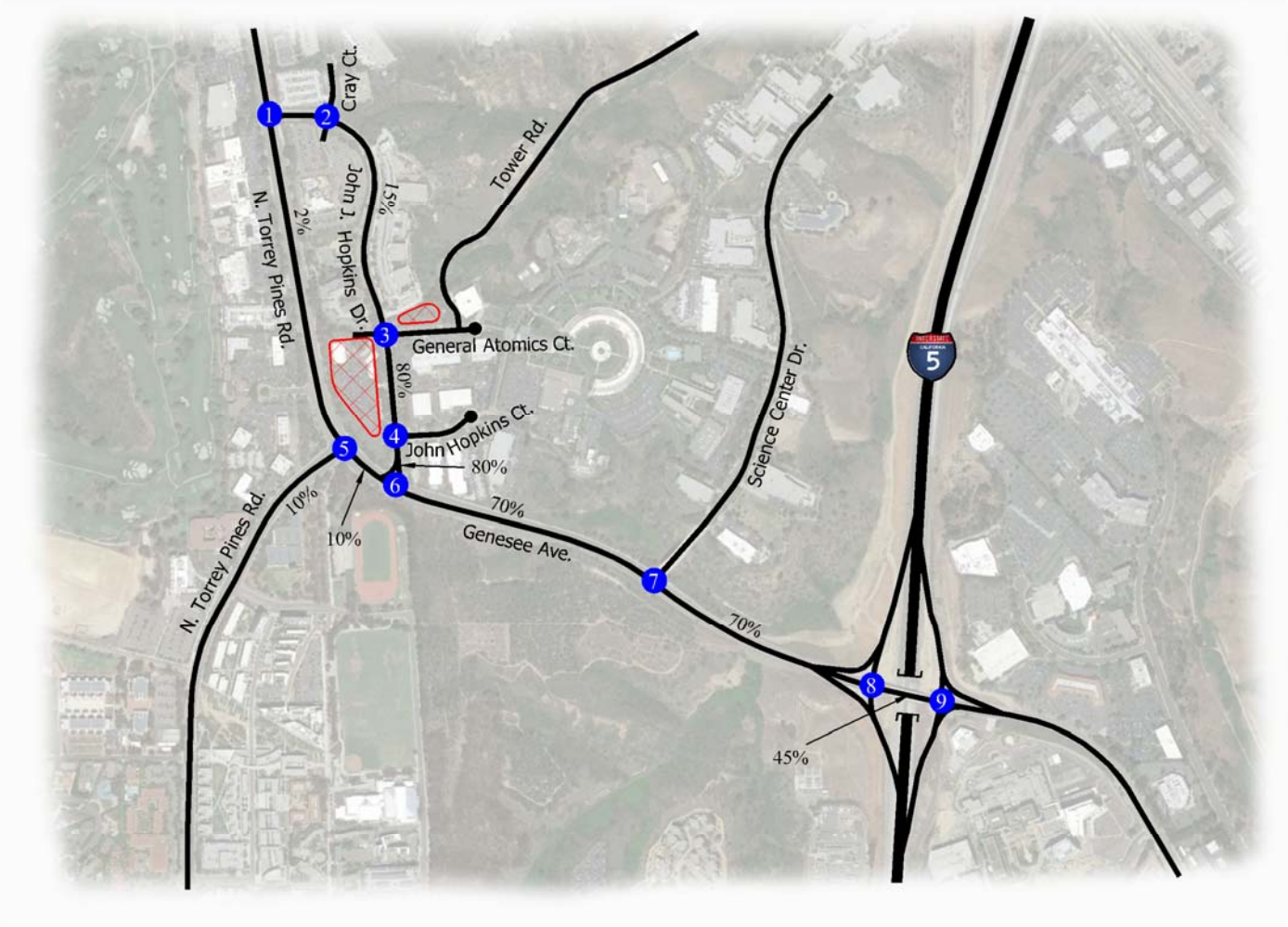
Figure 3-4 shows the project only AM/PM peak hour intersection volumes.

TABLE 3-1

TSRI Project Trip Generation

Use	Amount	Trip Rate	ADT	AM Peak Hour					PM Peak Hour				
				%	#	In/Out	In	Out	%	#	In/Out	In	Out
Existing													
Scientific Research	60,885 *SF*	8 /KSF	487	16%	78	9 : 1	70	8	14%	68	1 : 9	7	61
Proposed													
Scientific Research	204,000 *SF*	8 /KSF	1,632	16%	261	9 : 1	235	26	14%	228	1 : 9	23	206
Net New Trips (Proposed - Existing)			**1,145**		**183**		**165**	**18**		**160**		**16**	**144**

Notes:
Source - City of San Diego Trip Generation Manual, 2003



Legend

= Study Intersection

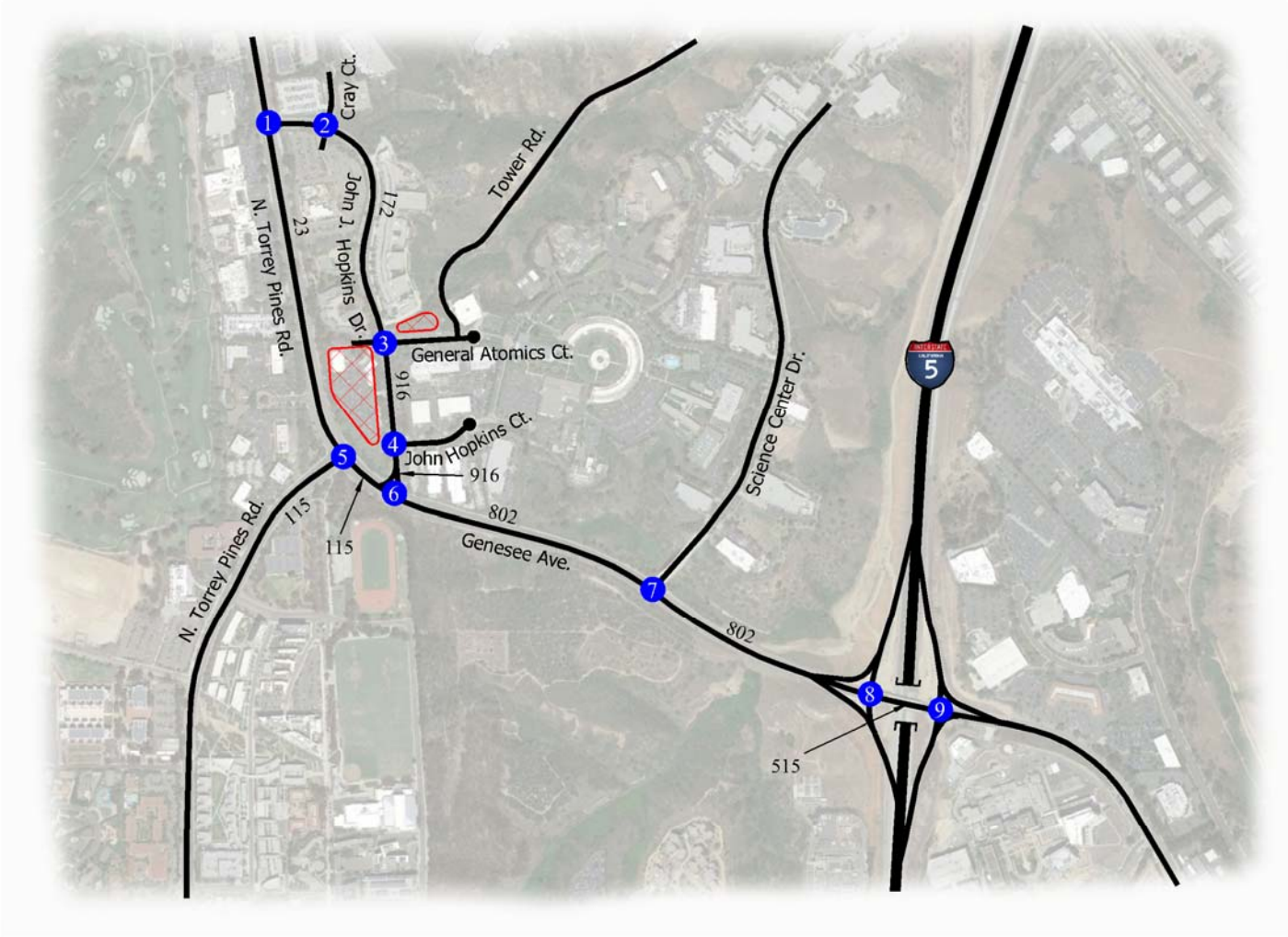
XX% = Distribution Percentage

= Proposed Project

N
NO SCALE

FIGURE 3-1

Project Distribution Percentages



Legend

= Study Intersection

XXX = Average Daily Traffic Volume

= Proposed Project

FIGURE 3-2

Project Only Average Daily Traffic

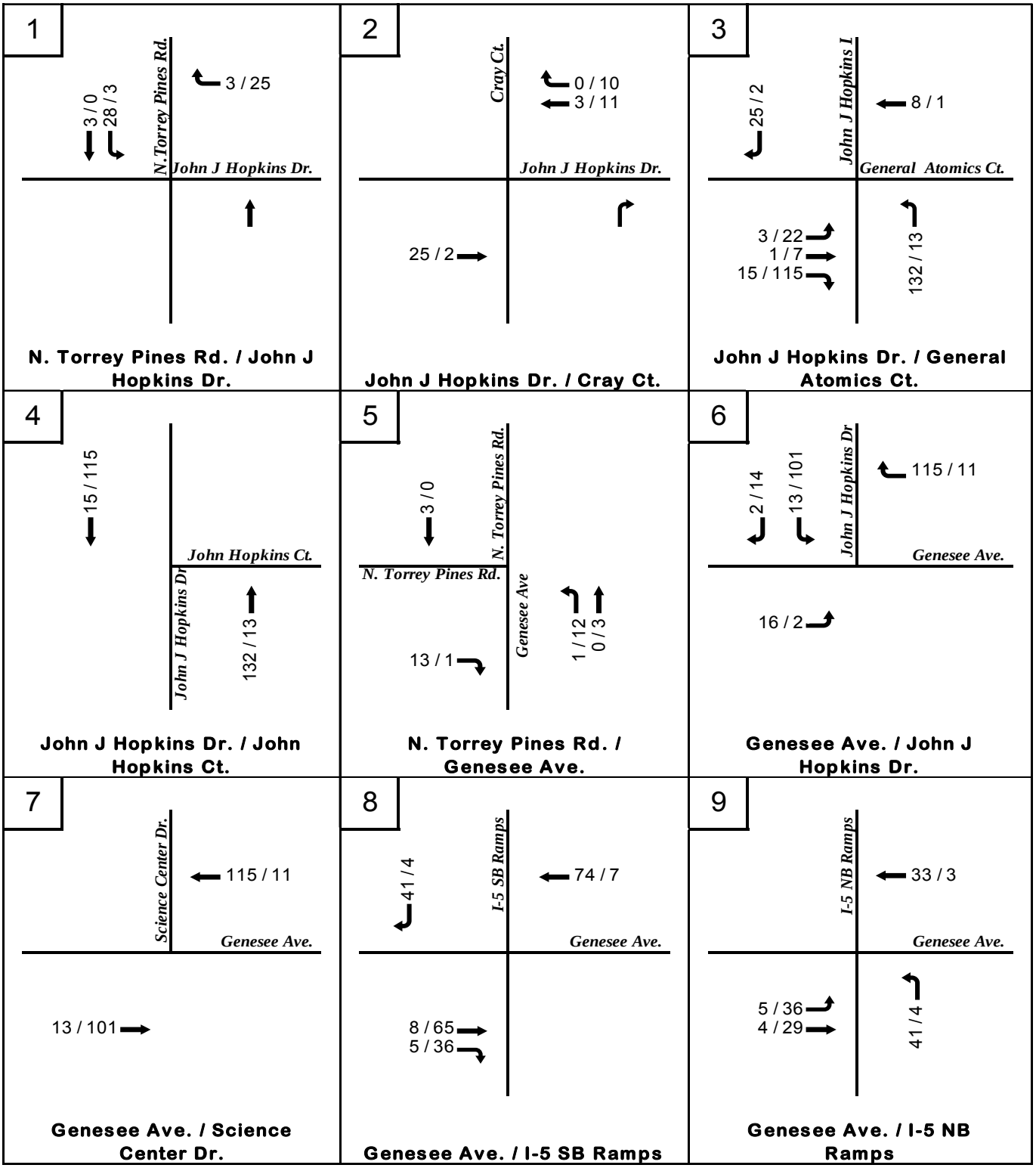


FIGURE 3-3

Project Only AM / PM Peak Hour Traffic

TRANSPORTATION IMPACT ANALYSIS

For

9775 TOWNE CENTRE DRIVE

Prepared for

BMR-Apex LP

5th Submittal: November 16, 2017



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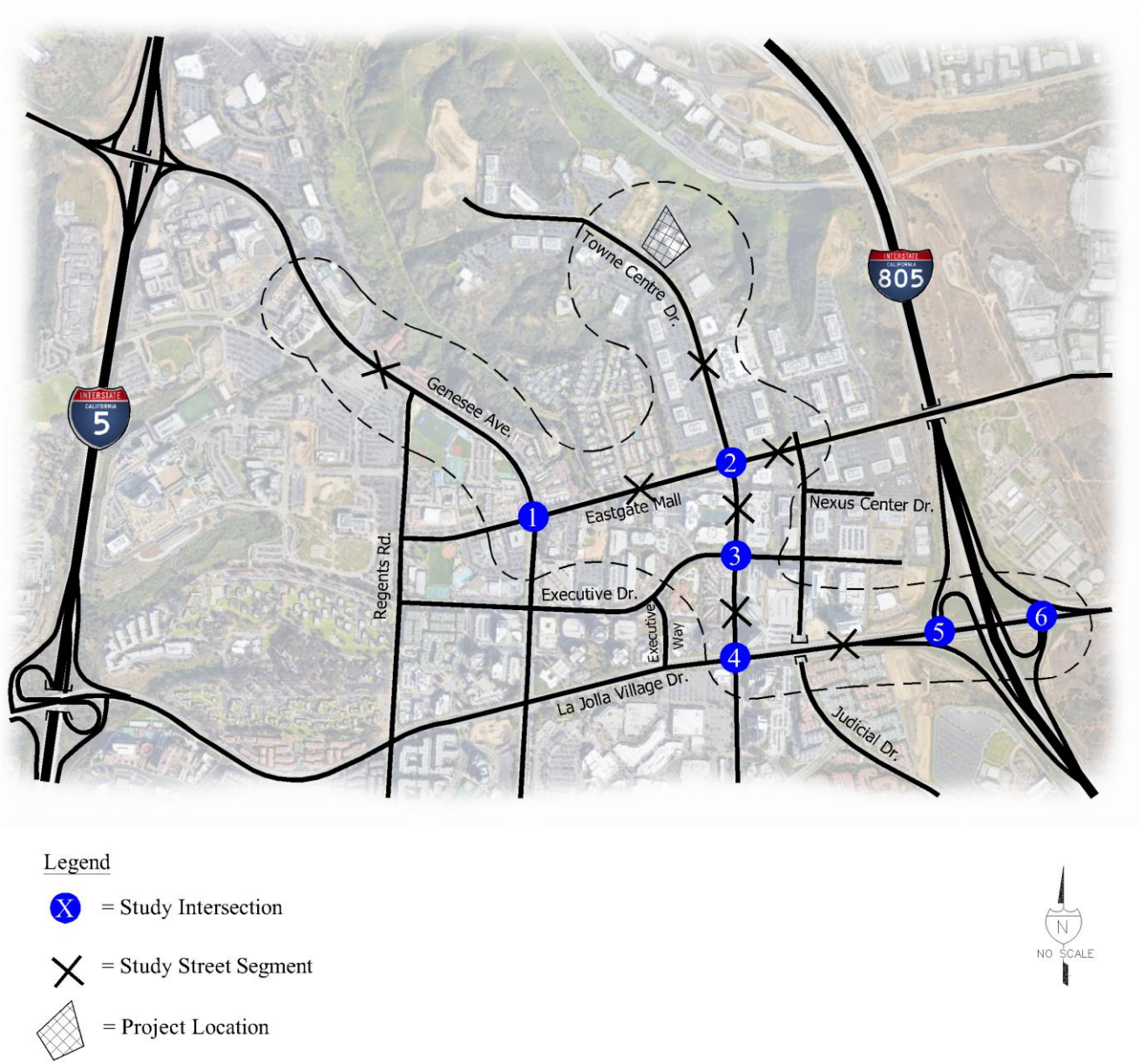


FIGURE 2-4

Study Area Boundary and Intersection Key

3. PROPOSED PROJECT

The proposed project plans to demolish the existing 100,000 square foot building and construct a new 165,000 square foot building for Scientific Research uses. This building will include approximately 8,500 SF of accessory space and 156,500 SF of trip generating space. A Community Plan Amendment is required to increase the density allocated to the project site via trip transfers from other sites outside the PID. A Planned Development Permit and Site Development Permit are also being processed to support the project and authorize the increase in density allocated to the project site via trip transfers from inside the PID. TDM measures are also a feature of the project.

3.1 TRIP GENERATION

The proposed 156,500 SF Scientific Research facility is expected to generate 1,252 average daily trips (ADT) with 200 (180 inbound / 20 outbound) trips in the AM peak hour and 175 trips (17 inbound / 158 outbound) in the PM peak hour. After accounting for the trips generated by the existing 100,000 square foot building, the proposed project is expected to generate 452 average daily trips (ADT) with 72 (65 inbound / 7 outbound) trips in the AM peak hour and 63 trips (7 inbound / 56 outbound) in the PM peak hour from its net increase of 56,500 SF of new trip generating space as shown in **Table 3-1**.

3.2 TRIP DISTRIBUTION AND ASSIGNMENT

Figure 3-1 shows the project only trip distribution percentages which were derived from a select zone analysis using SANDAG's Series 12 Traffic Model. Project only average daily traffic volumes found in **Figure 3-1** are based on the daily new traffic generation from **Table 3-1** and distribution of project only traffic. This traffic model was adjusted to include land uses for the proposed project. Due to the proposed project being on a dead end street all the project traffic is being distributed to the south. **Figure 3-2** shows the project only AM and PM peak hour traffic volumes.

TABLE 3-1

9775 Towne Centre Drive Project Trip Generation Table

Land Use	Intensity	Rate*	ADT	AM						PM					
				Rate *	Vol.	In %	Out%	In	Out	Peak Rate*	Vol.	In %	Out%	In	Out
Proposed Trips															
Scientific Research	**156,500 SF**	**8 /KSF**	**1,252**	**16%**	**200**	90% : 10%		**180**	**20**	**14%**	**175**	10% : 90%		**18**	**157**
Existing Trips															
Scientific Research	**100,000 SF**	**8 /KSF**	**800**	**16%**	**128**	90% : 10%		**115**	**13**	**14%**	**112**	10% : 90%		**11**	**101**
Net Trips															
Net Total (Proposed - Existing)	**56,500 DU**		**452**		**72**			**65**	**7**		**63**			**7**	**56**

Source:
*Rates are used from City of San Diego Trip Generation Manual 2003
.

Note:
ADT= Average Daily Trips
KSF = 1,000 Square Feet

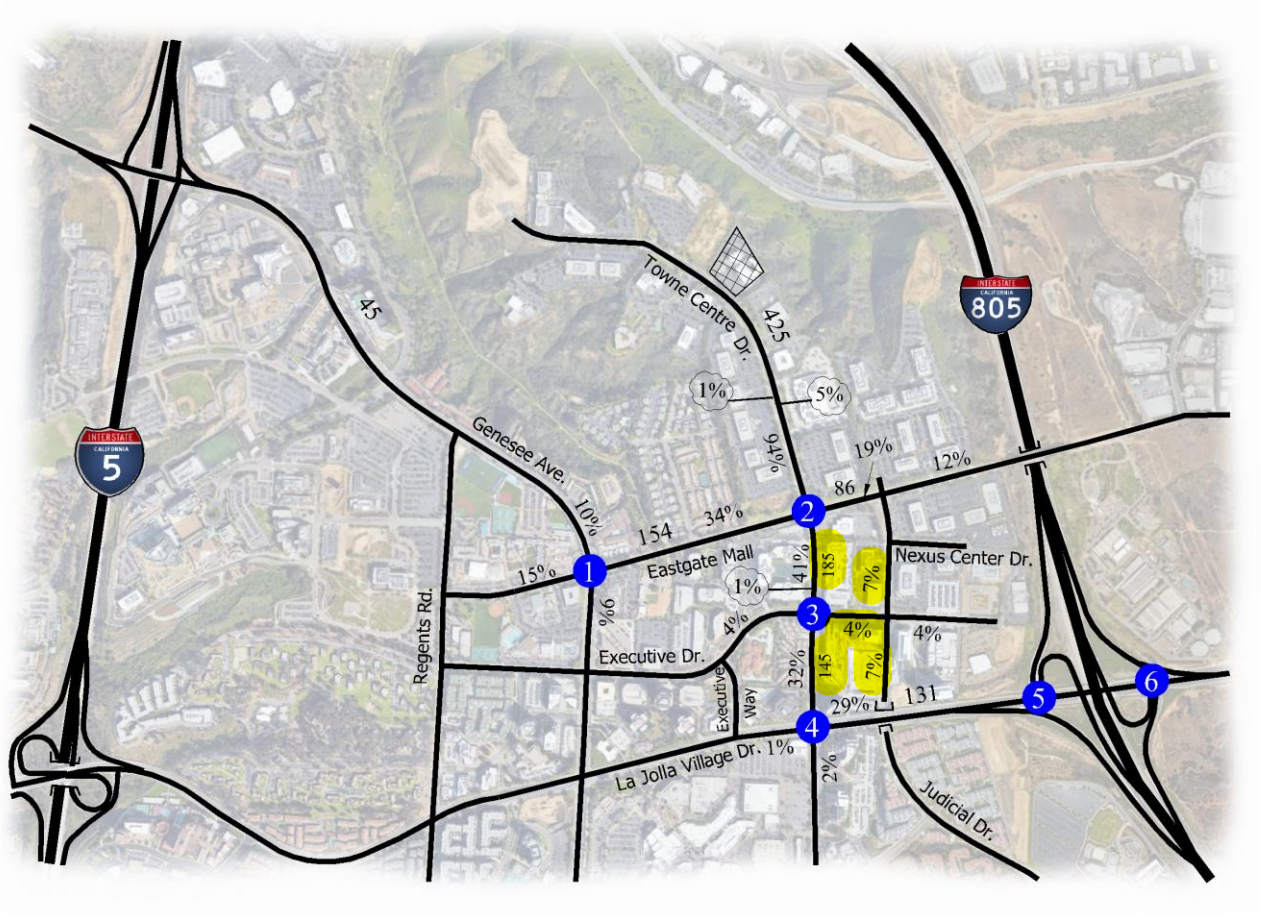
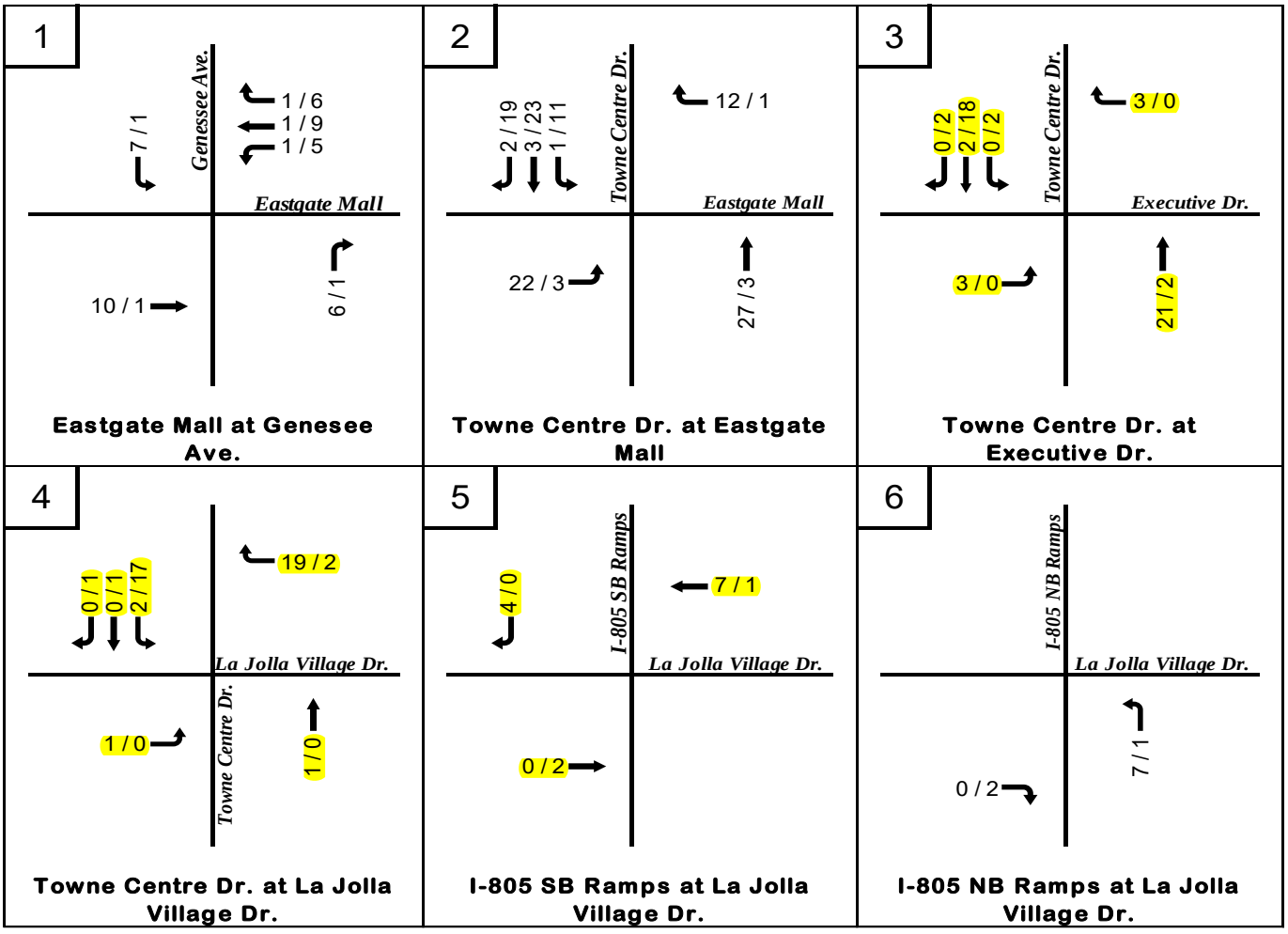


FIGURE 3-1

Project Only ADT / Project Distribution Percentages



XX / XX = AM / PM Peak hour volumes

FIGURE 3-2

Project Only AM / PM Peak Hour Traffic

TRAFFIC IMPACT ANALYSIS

For

9455 TOWNE CENTRE DRIVE

Prepared for

KILROY REALTY

Final Submittal: December 19, 2016



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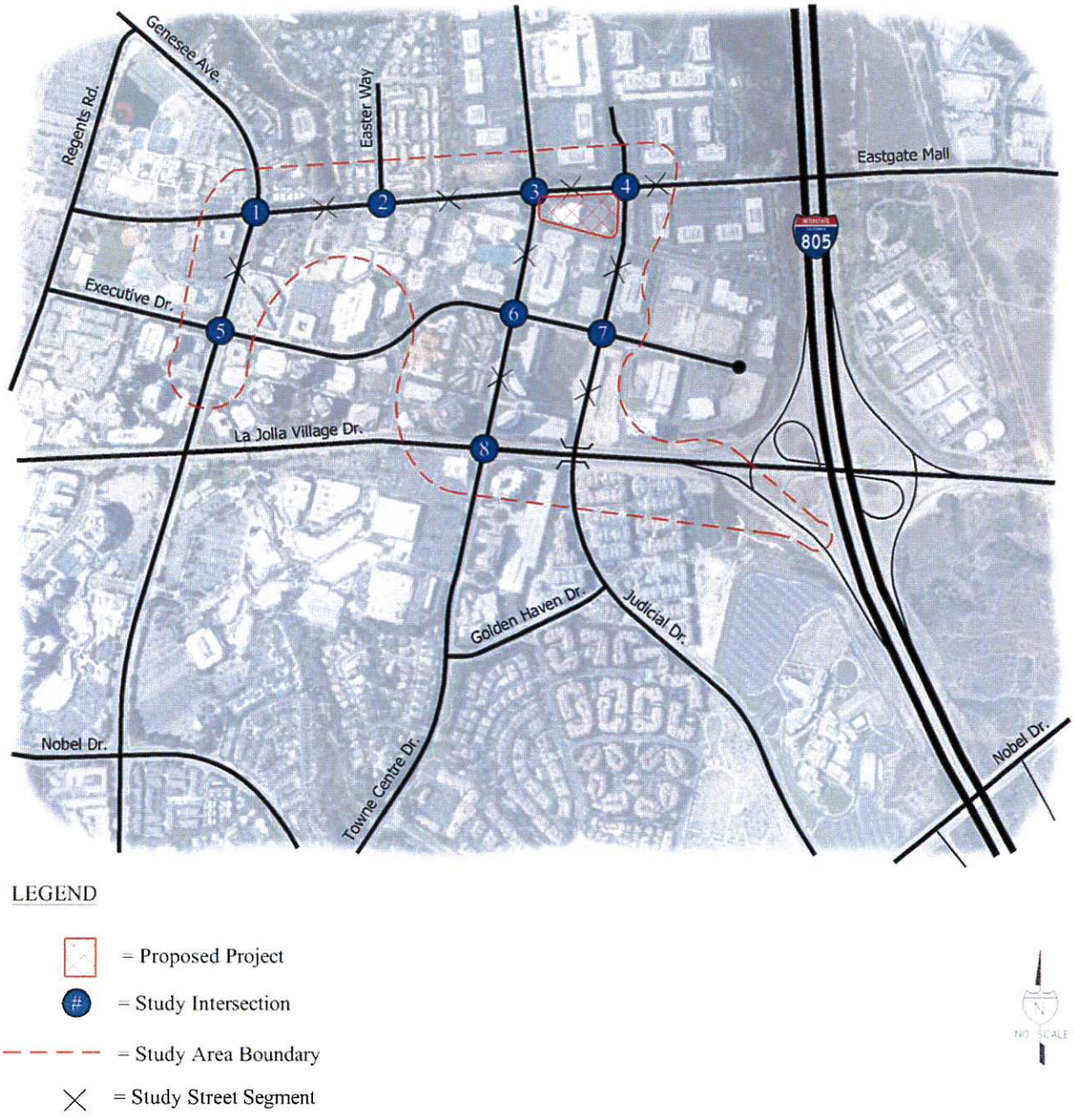


FIGURE 2-5

Study Area Boundary and Intersection Key

3. PROPOSED PROJECT

The proposed project plans to demolish the existing 47,091 square foot building vacant since April of 2009 and construct a new 150,000 square foot building for Regional and Corporate Headquarters (office) uses. A Community Plan Amendment is required to increase the density allocated to the project site. A Planned Development Permit and Site Development Permit are also being processed to support the project.

3.1 TRIP GENERATION

The proposed 150,000 SF Regional and Corporate Headquarters facility would generate 1,500 average daily trips (ADT) with 225 (203 inbound / 23 outbound) trips in the AM peak hour and 225 trips (23 inbound / 203 outbound) in the PM peak hour as shown in **Table 3-1**. No trip credit was taken for the existing building since it's been vacant for more than two years.

3.2 TRIP DISTRIBUTION AND ASSIGNMENT

Figure 3-1 shows the project only trip distribution percentages which were derived from a select zone analysis using SANDAG's Series 12 Traffic Model (TAZ 4683). Project only average daily traffic volumes found in **Figure 3-1** are based on the daily new traffic generation from **Table 3-1** and distribution of project only traffic. This traffic model was adjusted to include land uses for the proposed project. Due to access points on three different streets (Eastgate Mall, Judicial Dr., and Towne Centre Dr.), the model's distributions on these streets fronting the project were manually adjusted since the traffic model loaded all project trips to Eastgate Mall. Project traffic onto Eastgate Mall would travel 35% to the west and 10% to the east. Approximately 42.5% would travel on Judicial Drive and 34.5% on Towne Centre Drive. The adjustments due to multiple access points can be found in **Appendix A** along with the SANDAG Series 12 Select Zone plot. **Figure 3-2** shows the project's distribution at study intersections. **Figure 3-3** shows the project only AM and PM peak hour traffic volumes.

TABLE 3-1

9455 Towne Centre Drive Project Trip Generation Table

Proposed Project

Use	Amount		Trip	ADT	AM Peak Hour						PM Peak Hour					
					% *	#	In	:	Out	In	Out	% *	#	In	:	Out	In	Out
Corporate Headquarters	150,000	SF	10 /1,000 SF	1,500	15%	225	9	:	1	203	23	15%	225	1	:	9	23	203
Total				1,500		225				203	23		225				23	203

Notes:

* = Source: City of San Diego Trip Generation Manual, May 2003

KSF = 1,000 Square Feet



FIGURE 3-1

Project Only Traffic Distribution & Average Daily Traffic Volumes

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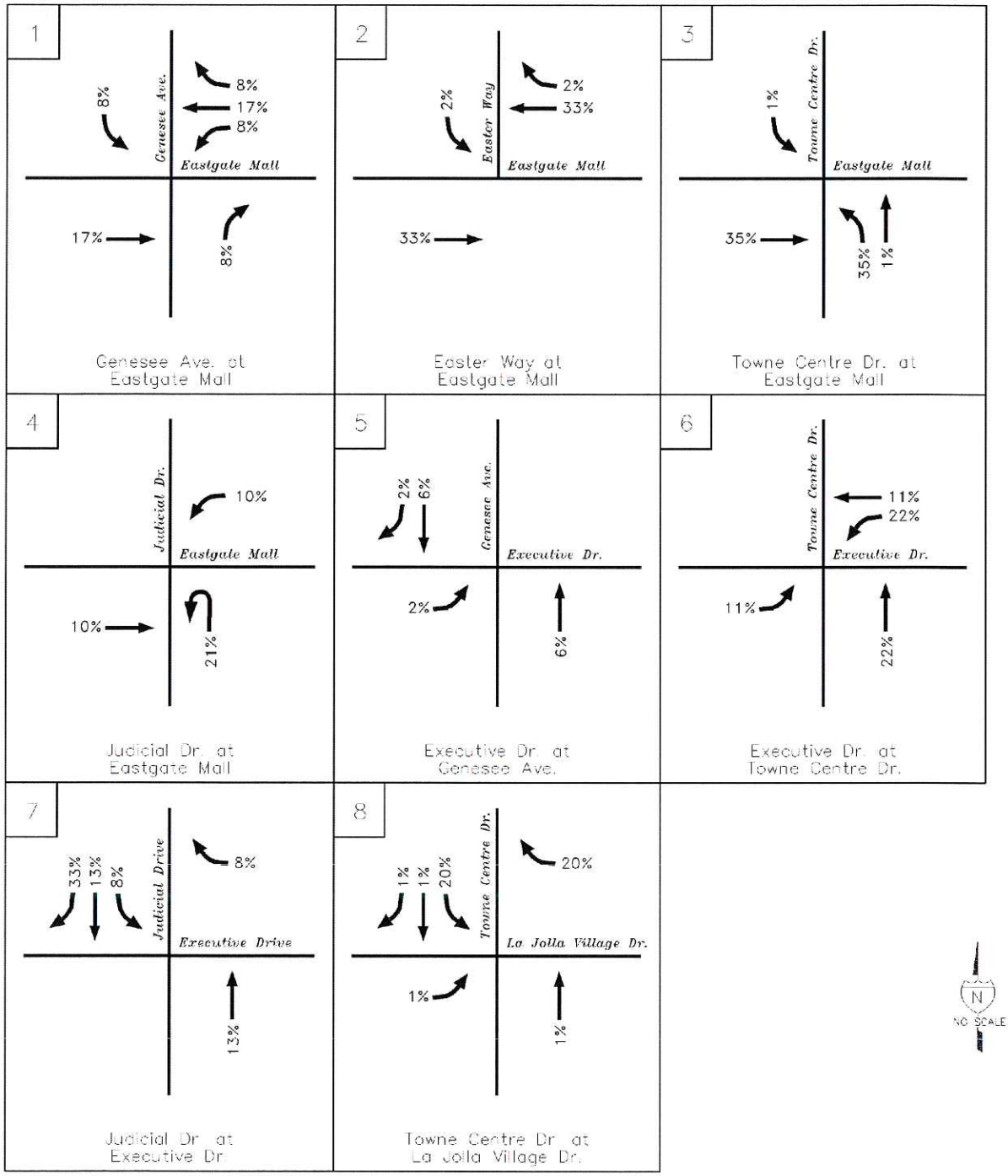


FIGURE 3-2

Project Only Traffic Distribution at Study Intersections

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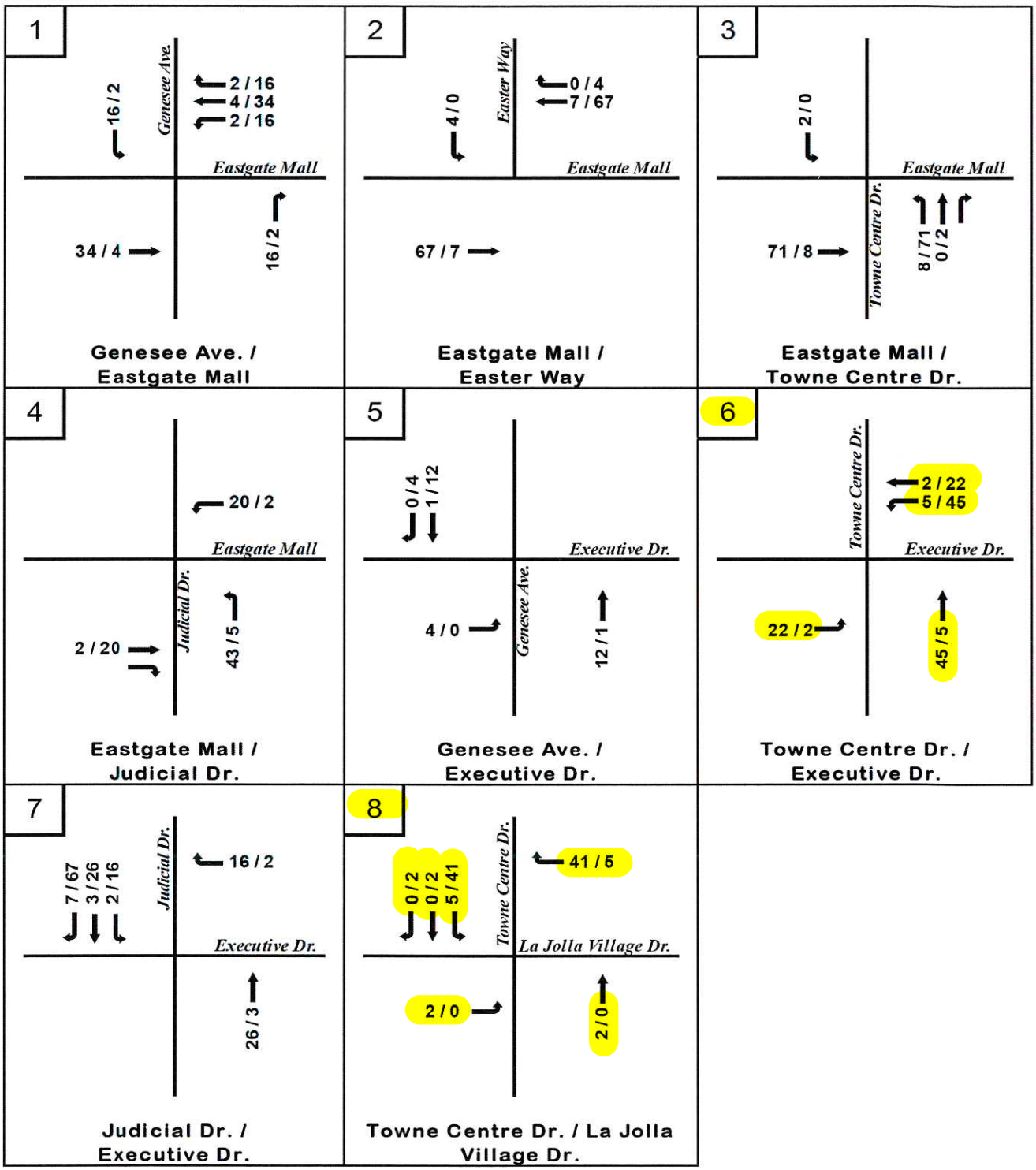


FIGURE 3-3

Project Only AM / PM Peak Hour Traffic

TRAFFIC IMPACT ANALYSIS

For

9514 TOWNE CENTRE DRIVE

Prepared for

THE CITY OF SAN DIEGO

and

Coast Income Properties

SUBMITTAL DRAFT: August 13, 2010

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FIGURE 2-3

Study Area and Intersection Key

PROPOSED PROJECT

The project evaluated in this study proposes a development of 100,000 square feet of commercial office.

3.1 TRIP GENERATION

A trip generation table for the project was developed as shown in **Table 3-1**. As shown, the proposed project would generate 1,688 average daily trips (ADT). Existing entitlement includes 40,251 square feet of research and development which generates 322 ADT. After taking credit for the existing entitlement, the NET NEW trips for the development are **1,366** ADT with **168** trips in the AM peak hour and **191** trips in the PM peak hour.

3.2 PROJECT ONLY TRAFFIC

Figure 3-1 shows the project only trip distribution percentages which were derived from SANDAG Series 11 Traffic Model. The traffic model distributed project traffic 18% to the east, 49% to the west, 2% to the north, and 31% to the south. **Figure 3-2** shows the project only average daily traffic volumes which are based on the daily new traffic generation from **Table 3-1** and the distribution of project only traffic from **Figure 3-1**.

Figure 3-3 shows the AM/PM peak hour project only traffic volumes.

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TABLE 3-1

Project Trip Generation

Use	Amount	Trip		ADT	AM Peak Hour						PM Peak Hour					
					% *	#	In	:	Out	In	Out	% *	#	In	:	Out	In	Out
Commercial Office	100,000 SF	Log Formula		1,688	13%	219	9	:	1	197	22	14%	236	2	:	8	47	189
Existing Entitlement per City Calculations	40,251 SF	8	/KSF	322	16%	52	9	:	1	46	5	14%	45	1	:	9	5	41
NET NEW TRIPS				1,366		168				151	17		191				43	148

Notes:

* = Source: City of San Diego Trip Generation Manual, May 2003

Log Formula: Ln(T) = 0.756Ln(x)+3.95

KSF = 1,000 square feet

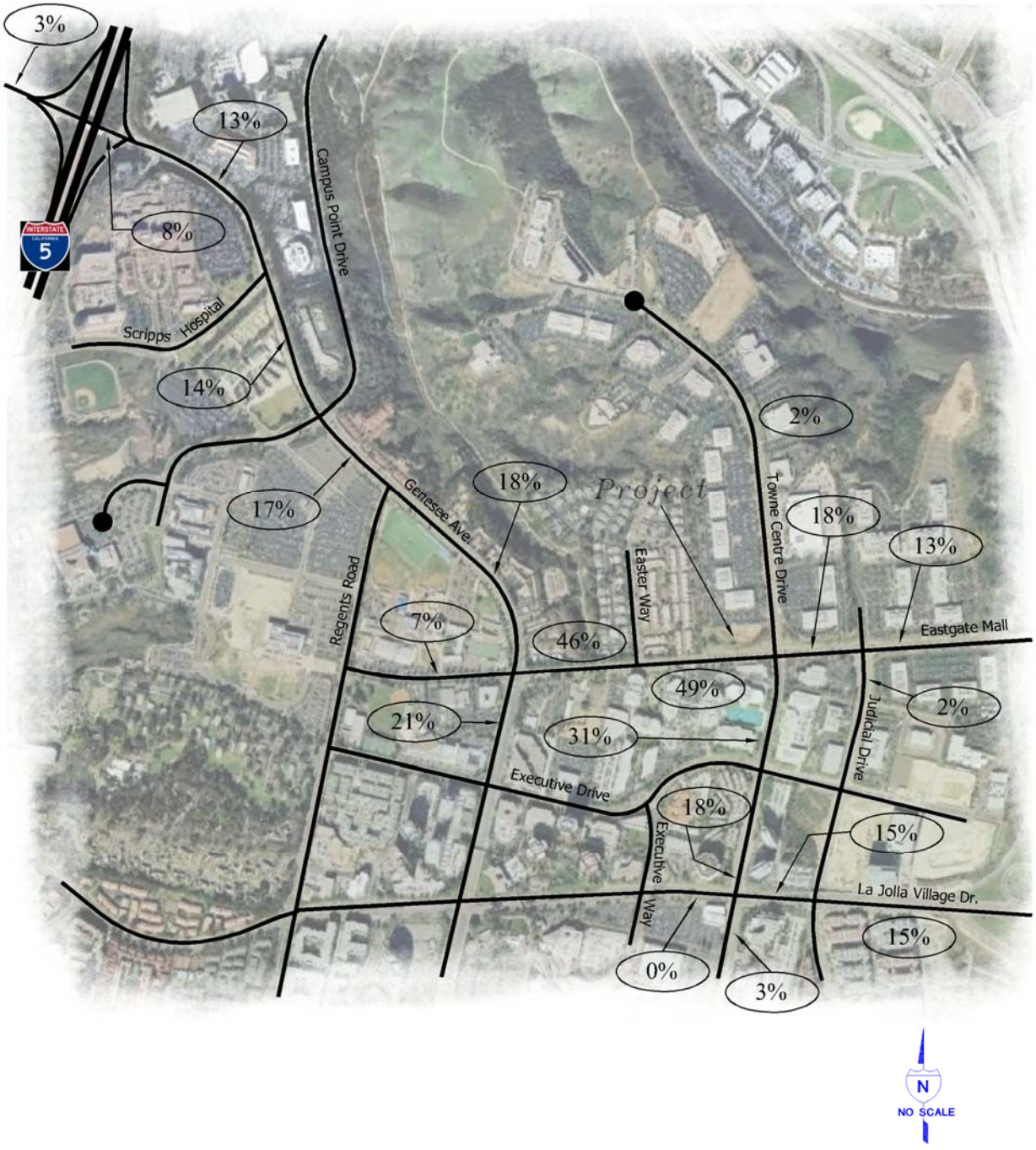


FIGURE 3-1

Project Only Traffic Distribution

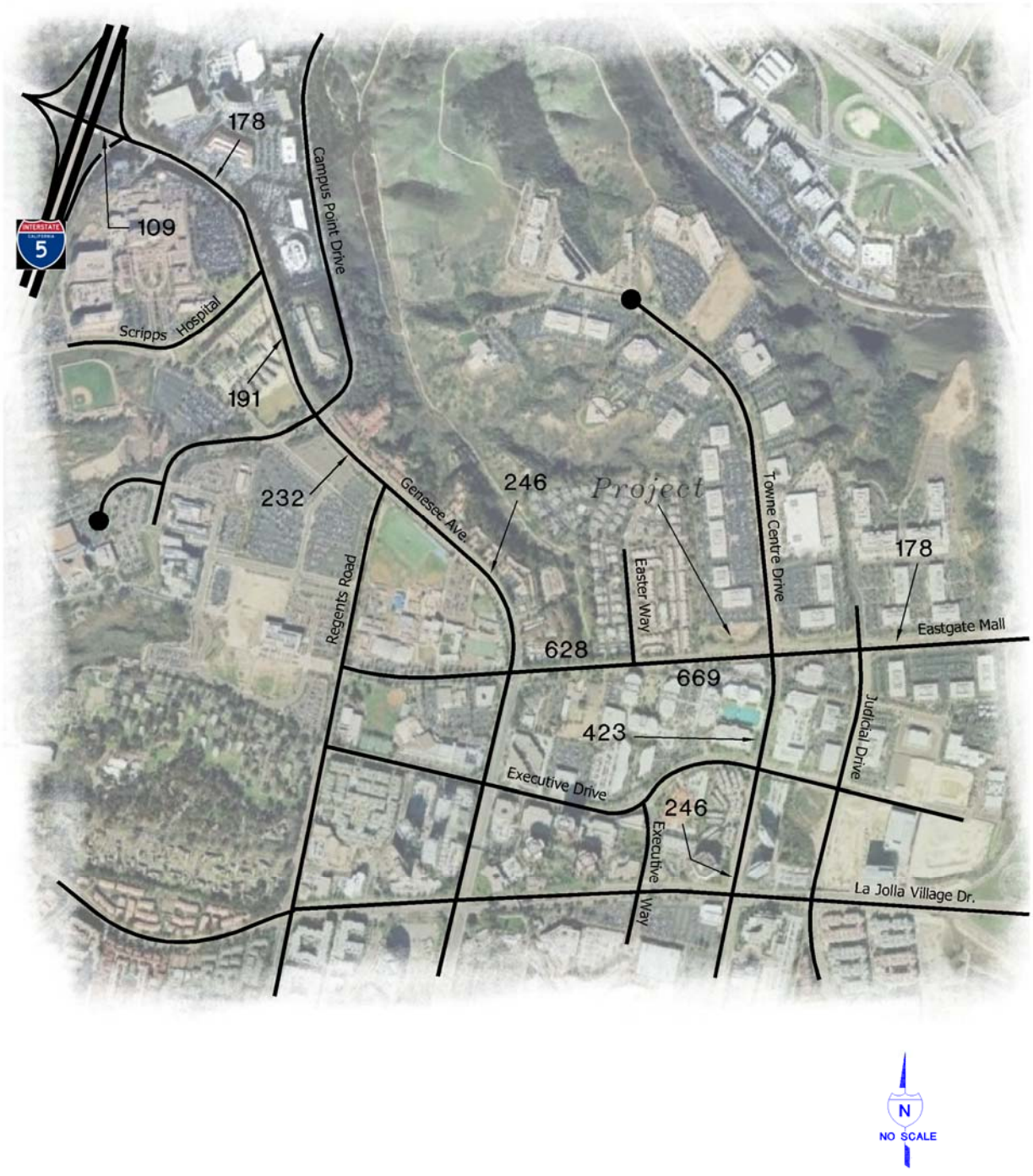


FIGURE 3-2

Project Only Average Daily Traffic

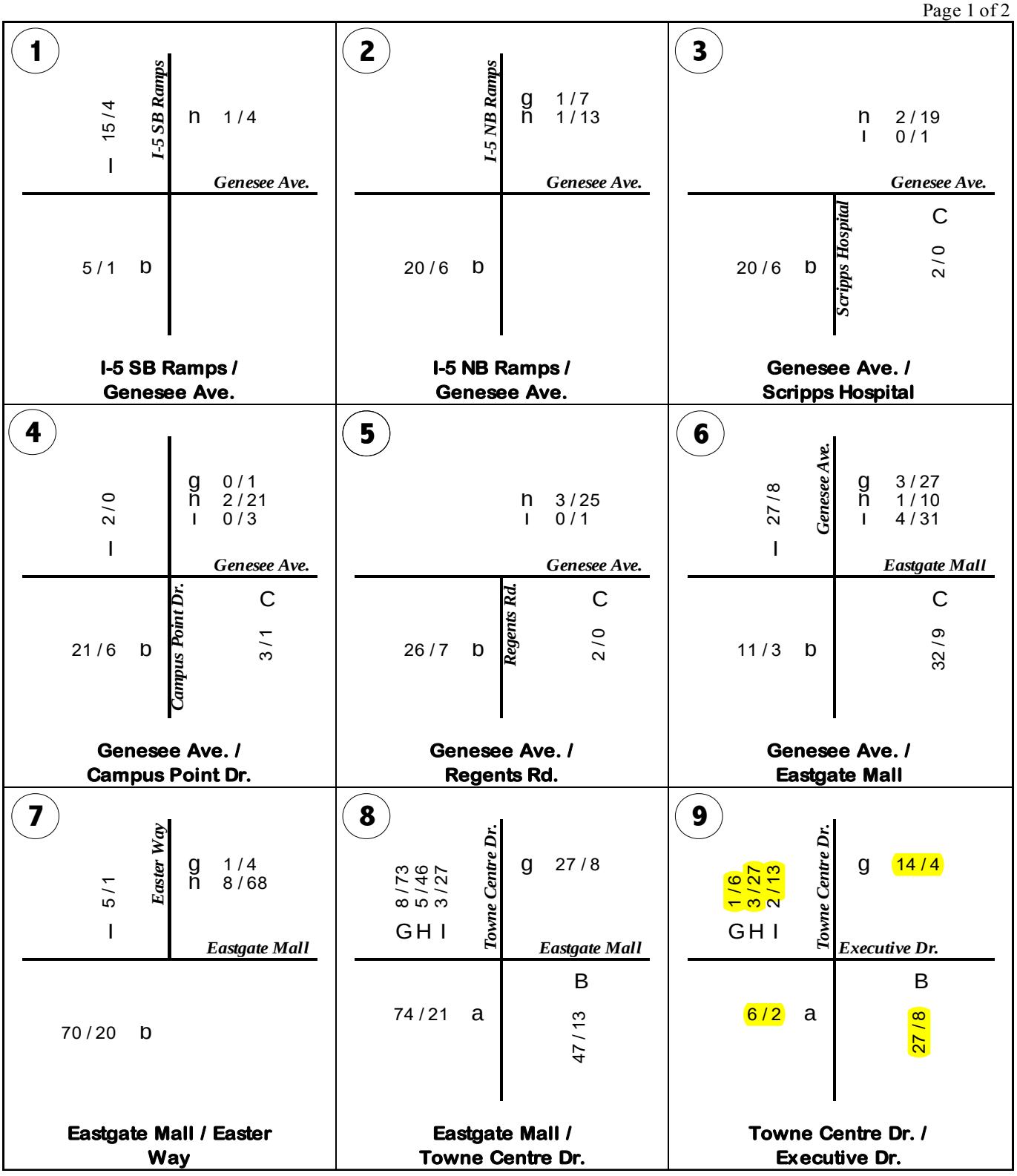


FIGURE 3-3

Project Only AM / PM Peak Hour Traffic

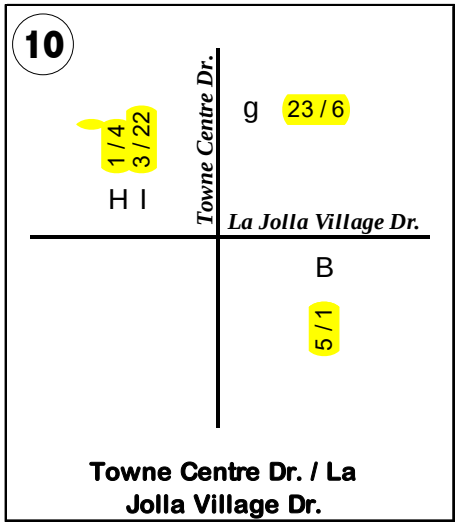


FIGURE 3-3

Project Only AM / PM Peak Hour Traffic

TABLE 8–1
PROJECT TRIP GENERATION

Land Use & Size	Daily Trip Ends (ADT) [a]		AM Peak Hour					PM Peak Hour				
	Rate	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
					In	Out	Total			In	Out	Total
Scientific Research and Development *360,000 SF*	*Trip Rate: 8 / KSF [b]*	2,880	16%	90:10	415	46	461	14%	10:90	40	363	403
Office *40,000 SF*	*Trip Rate: Ln Formula [c]*	845	13%	90:10	99	11	110	14%	20:80	24	94	118
Hotel *200 rooms*	*Trip Rate: 10 / Room [d]*	2,000	6%	60:40	72	48	120	8%	60:40	96	64	160
	Subtotal	*5,725*			*586*	*105*	*691*			*160*	*521*	*681*
	MXD Credit [e] (13% ADT, 10% AM, 13% PM)	*744*			*59*	*11*	*70*			*21*	*68*	*89*
	Total Primary Trips	***4,981***			***527***	***94***	***621***			***139***	***453***	***592***

Footnotes:

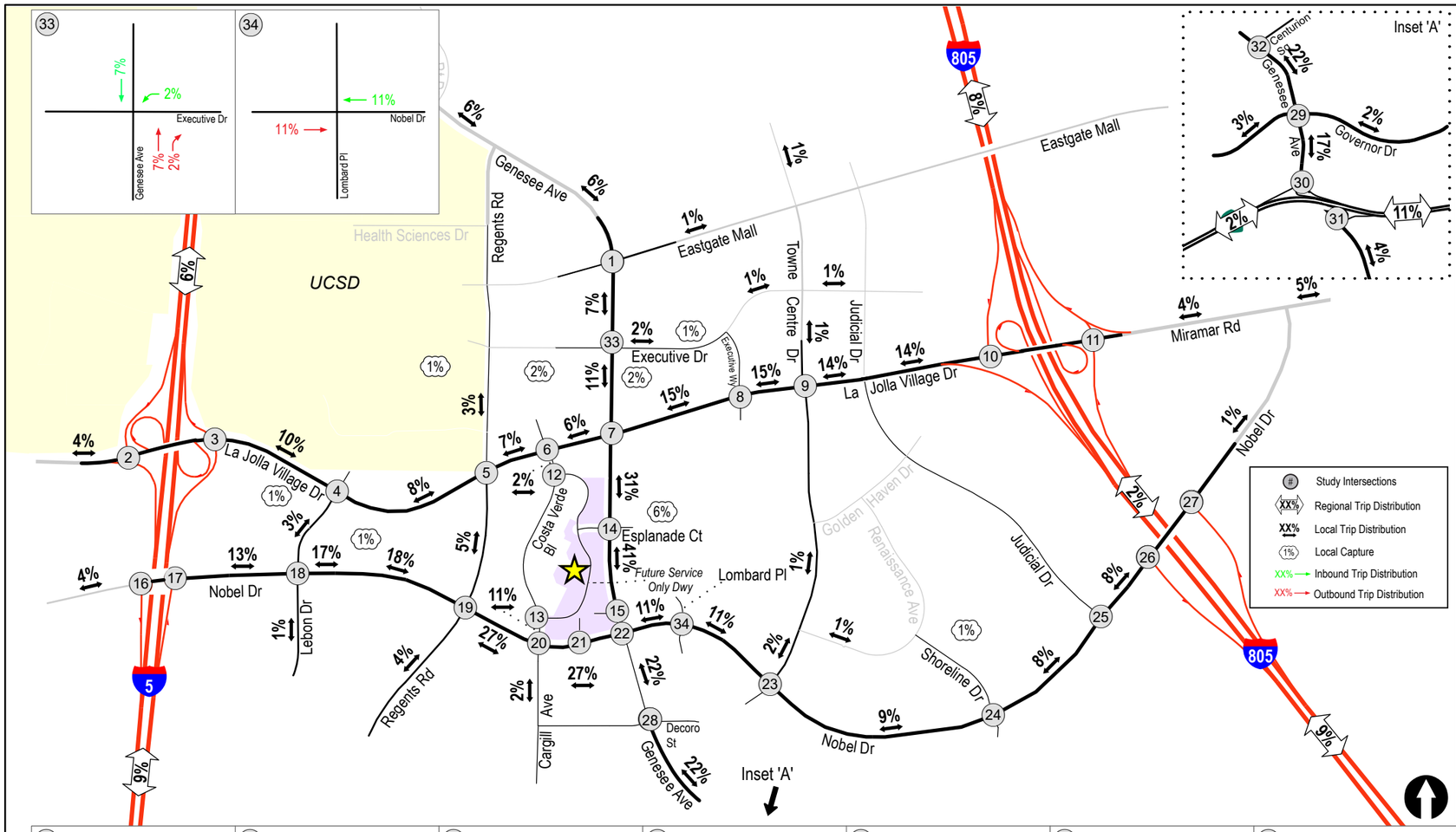
a. Trip-ends are one-way traffic movements, either entering or leaving.

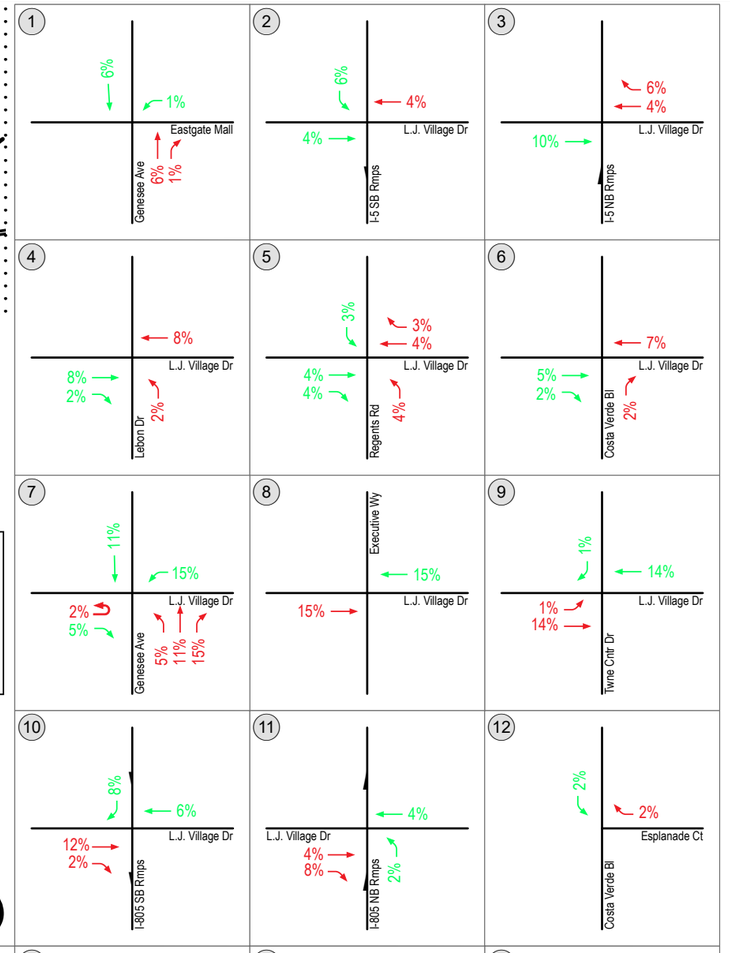
b. Per the City's Trip Generation Manual, the scientific research and development trip rate of 8 weekday trips/ KSF was used.

c. Per the City's Trip Generation Manual, the commercial office ln formula of Ln(T) = 0.756 Ln(x) + 3.95 was used, where X = office KSF and T = total trips.

d. Per the City's Trip Generation Manual, the hotel trip rate of 10 weekday trips/ room was used.

e. Per SANDAG MXD Model for the project site, 13% ADT, 10% AM and 13% PM credits were taken as shown in *Appendix G*.





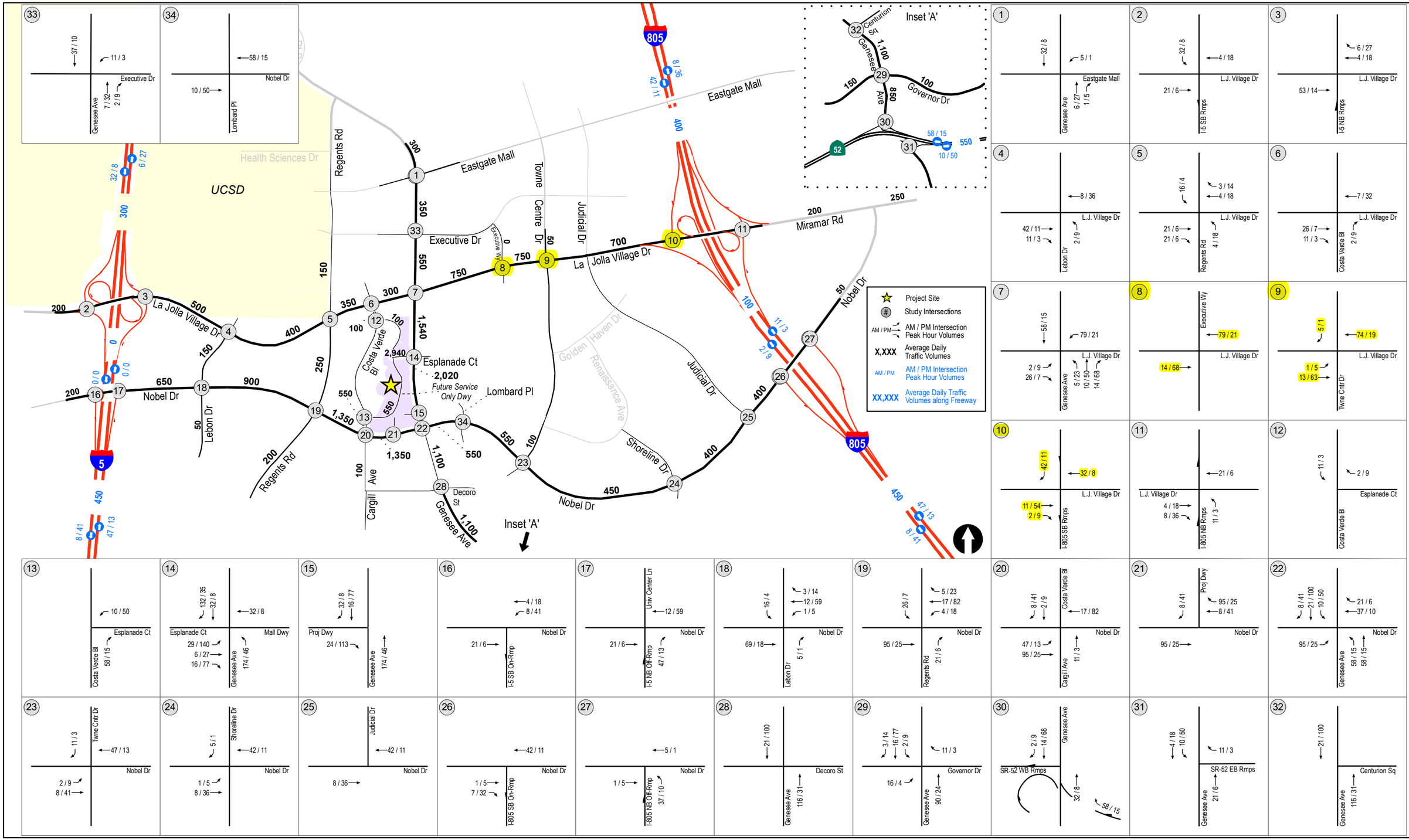
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Date: 01/16/20

LINSCOTT LAW & GREENSPAN engineers

Figure 8-1

Project Trip Distribution

Costa Verde Center Revitalization Project



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Date: 01/16/20

LINSCOTT LAW & GREENSPAN engineers

Figure 8-2

Project Traffic Volumes

Costa Verde Center Revitalization Project

TRANSPORTATION ANALYSIS

for

SALK INSTITUTE MASTER PLAN

Prepared for

SALK INSTITUTE FOR BIOLOGICAL STUDIES

Submittal: September 20, 2006

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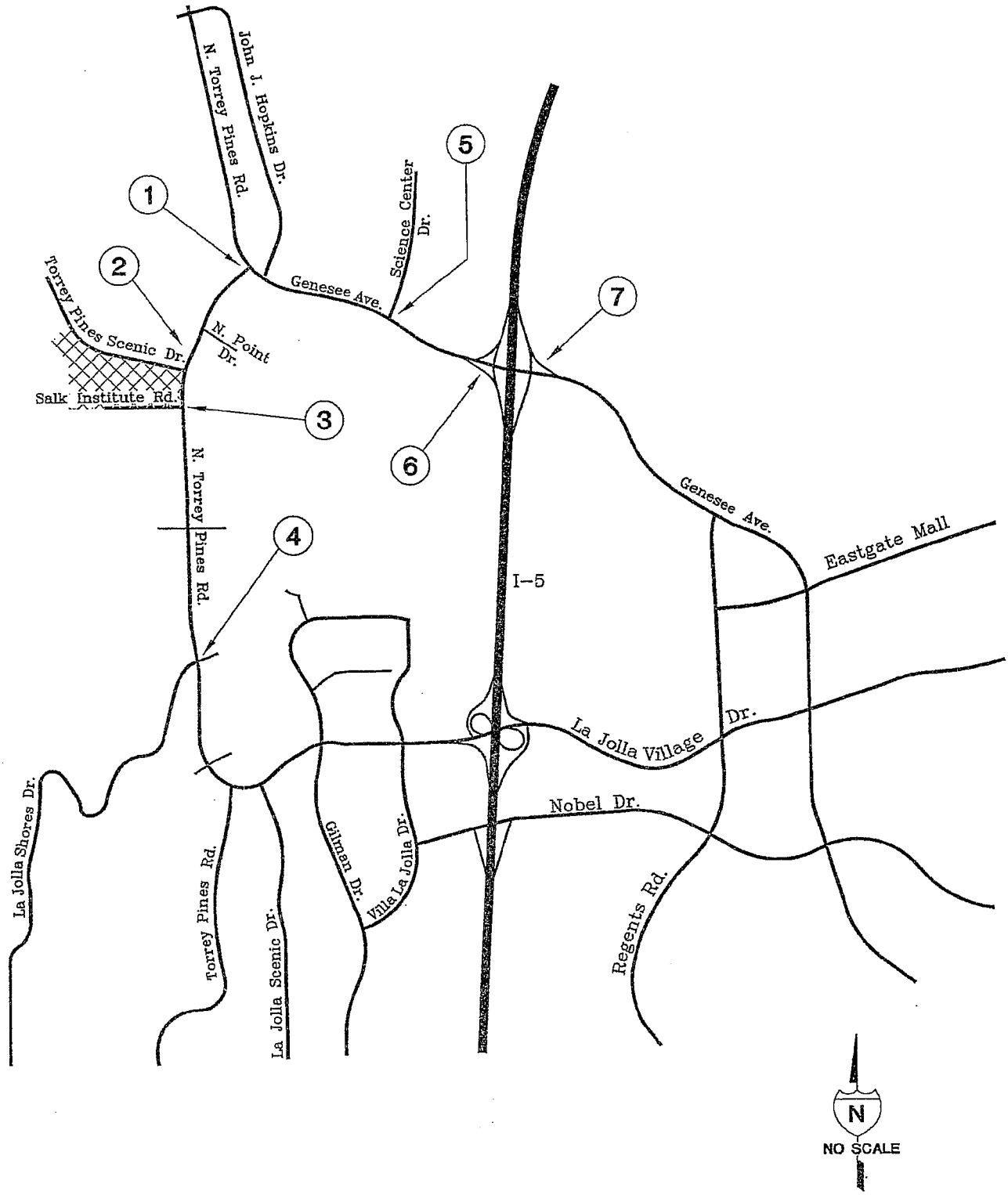


FIGURE 1-3

Project Intersection Key

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2.0 PROPOSED PROJECT

The Salk Institute for Biological Studies is proposing to complete it's campus complex, as anticipated in the University Community Plan. The proposal calls for additional buildings generally in the areas designated in the original 1961 plan for the institute's development. The institute currently consists of 289,818 square feet of facilities. The Salk Institute will be demolishing 29,000 square feet of existing office and building 239,182 square feet of new office space, which is a net increase of 210,182 square feet, which is consistent with the Master Plan Update. The additional facilities and support structures consisting of: The Salk Community Center Building, a new research laboratory, greenhouses, a daycare facility and twelve residential units for visiting fellows, for a total of 500,000 square feet. **Figure 2-1** shows the approved 500,000 square foot land use for the Salk Institute from the University Community Plan, adopted on July 7, 1987, amended November 21, 2000.

2.1 TRIP GENERATION

The proposed facilities square footage allotments were obtained by USAI from the Salk Institute for Biological Studies proposed Master Plan Update. In order to determine the traffic generated by the proposed project, the City of San Diego's May 2003 Trip Generation Manual was used to create a trip generation table (**Table 2-1**) The trip generation table consists of three parts: Future Master Plan Buildout, Existing Buildings and Future Buildings based on maximum traffic.

As shown in the "Future Buildings Based on Maximum Traffic" component of **Table 2-1**, trip generation for the project and analyzed in this report is based on an increase in campus square footage of 210,182 SF. This is different from the 239,182 SF shown in the "Future Master Plan Buildout" portion of this table because 29,000 SF of existing office space will be demolished to build the additional 239,182 SF. Therefore, there will only be a net increase of 210,182 SF on the Salk Institute Campus. Please note that the 500,000 square feet of development is what was in the Community Plan assumptions shown in **Figure 2-1.**

TABLE 2-1

Project Trip Generation

Future Master Plan Buildout

Use	Amount	Trip Rate	ADT	AM PEAK HOUR					PM PEAK HOUR				
				%	#	In/Out	In	Out	%	#	In/Out	In	Out
Residential Quarters	12 DU (12,000 SF)	8 trips / DU	96	8	8	2 : 8	2	6	10	10	7 : 3	7	3
Core Facility, Mechanical Room, Equipment[1]	0 SF	No New Trips											
Torrey East Science Complex	96,400 SF	8 trips / KSF	771	16	123	9 : 1	111	12	14	108	1 : 9	11	97
Day Care Facility[2]	12,000 SF	No New Trips											
Community Center	115,182 SF	8 trips /KSF	921	16	147	9 : 1	133	14	14	129	1 : 9	13	116
Greenhouses[3]	3,600 SF	No New Trips											
Total	**239,182 SF**		**1,788**		**278**		**246**	**32**		**247**		**31**	**216**

[1]The Core Facility is a housing area for Institute equipment which would serve researchers already on the Salk campus. The Mechanical Room and Equipment area are work areas containing tooling and machinery for facilities employees, as well as an area for objects which require storage.
[2]The Day Care Facility is provided as a service for employees who work on the Salk campus.
[3]Greenhouses are accessory facilities which would serve employees already on the campus.
KSF = 1,000 Square Feet

Existing to Be Demolished

Use	Amount	Trip Rate	ADT	AM PEAK HOUR					PM PEAK HOUR				
				%	#	In/Out	In	Out	%	#	In/Out	In	Out
Demolish	29,000 SF	8 trips /KSF	232	16	37	9 : 1	33	4	14	32	1 : 9	3	29

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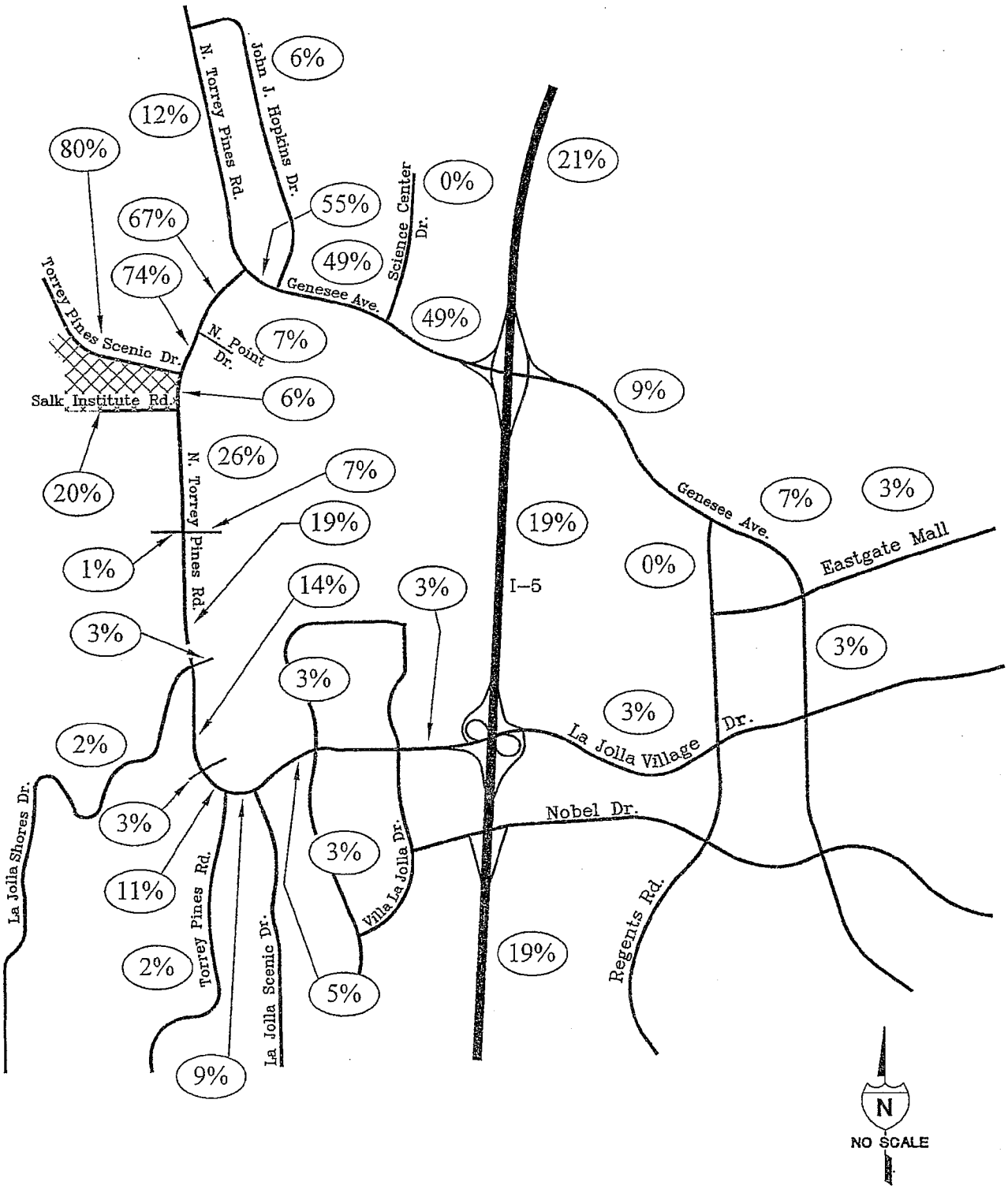


FIGURE 2-2

Project Distribution Percentages

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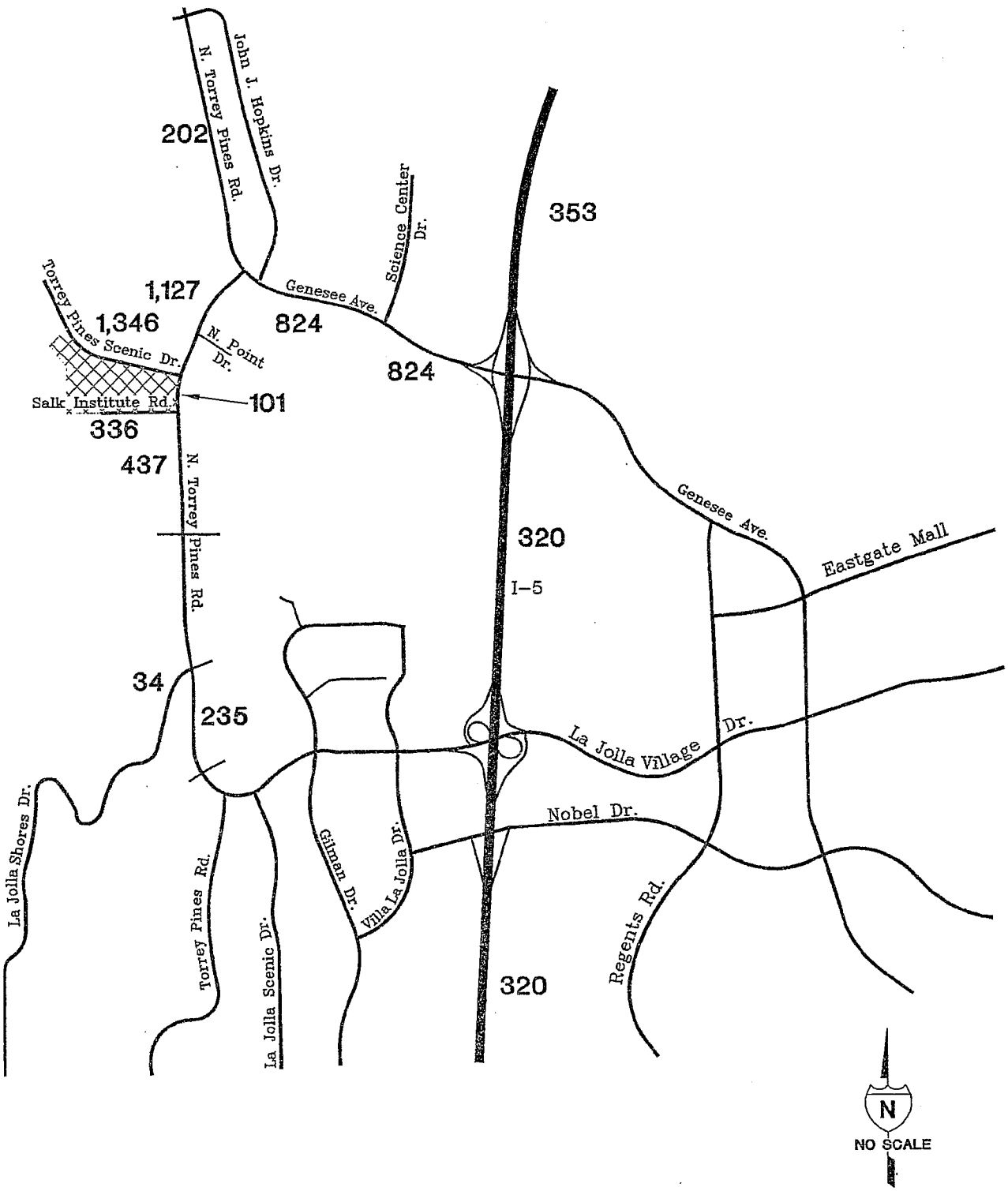


FIGURE 2-3

Project Only Average Daily Traffic

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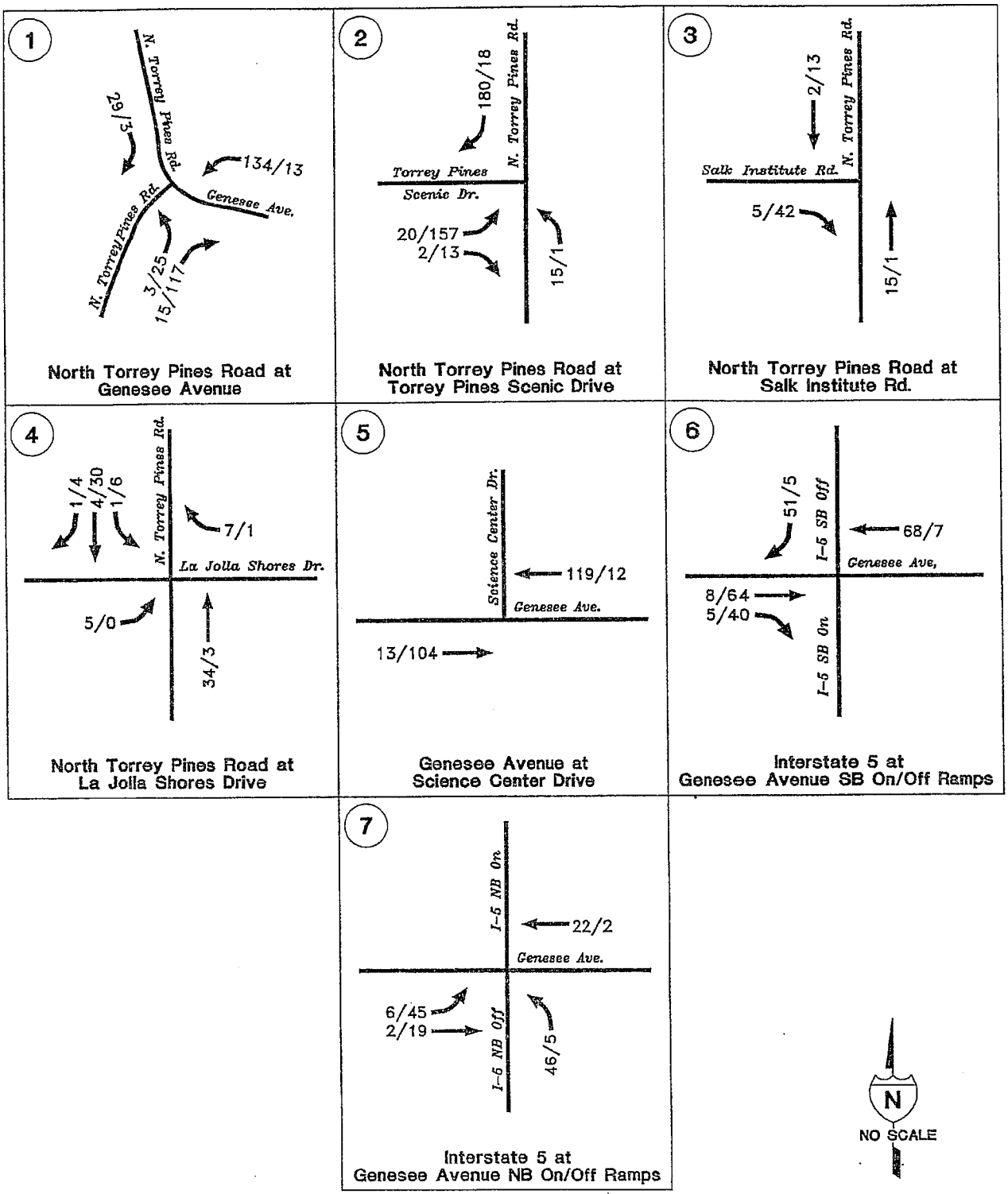


FIGURE 2-4

Project Only AM / PM Peak Hour Traffic

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FINAL Traffic Impact Analysis

Monte Verde

Prepared by:
Kimley-Horn and Associates
517 Fourth Avenue, Suite 301
San Diego, CA 92101

Prepared for:
Costa Verde Hotel, LLC
8530 Costa Verde Blvd. - Office
San Diego, CA 92122

December 6, 2004

KHA NO. 095178004

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1.0 INTRODUCTION

This study evaluates the traffic-related impacts associated with the *Monte Verde* multi-family residential development proposal, located within the Costa Verde Specific Plan area, in the University City community of the City of San Diego. **Figure 1-1** depicts the location of the project in a regional context. The proposed project is situated on the block bounded by La Jolla Village Drive on the north, Private Drive A on the south, Costa Verde Boulevard on the west, and Genesee Avenue on the east.

Project Description

The project involves a shift in land use type and intensity within the Costa Verde Specific Plan area. This shift will be accomplished without increasing the traffic generation above the previously approved level. The City of San Diego adopted the Costa Verde Specific Plan in 1986. The approved Specific Plan included the following land uses:

- 178,000 square feet of retail development;
- 2,600 dwelling units (these dwelling units are calculated by the average daily trips for each unit within the Costa Verde Specific Plan); and
- A hotel with 400 rooms.

Of the uses authorized in the 1986 Specific Plan, the following are neither occupied nor under construction: (1) 420 dwelling units; and (2) 400-room hotel. The retail component of the Specific Plan has been fully constructed and is open for business. Regency Center operates the retail center. Of the 2,600 dwelling units approved for the residential portion of the Specific Plan, 2,180 dwelling units have been constructed and occupied or are currently under construction, resulting in the potential for construction of an additional 420 dwelling units pursuant to the Costa Verde Specific Plan. **Table 1-1** summarizes the status of projects built within the Costa Verde Specific Plan and **Figure 1-2** shows the projects located within the Costa Verde Specific Plan. The lots that are owned by the client are highlighted below in bold text.

TABLE 1-1
COSTA VERDE DEVELOPMENT SUMMARY

Lot(s)	Description	Intensity	Status
1, 2	North Village	651 DUs	Constructed and Occupied
3, 4, 5	South Village	606 DUs	Constructed and Occupied
6, 7, 8	La Jolla Village Towers	333 EDU	Constructed and Occupied
9	Open Space/Park	–	Under Construction
10, 11	The Towers at Costa Verde	590 DUs	Permitted and Being Constructed
12	Hotel	400 Rooms	Not Constructed
13, 14	Costa Verde Retail	178 KSF	Constructed and Occupied
–	Remaining Dwelling Units	420	Not Constructed

TABLE 4-1
SUMMARY OF PROJECT TRAFFIC GENERATION

APPROVED PROJECT WEEKDAY TRAFFIC GENERATION

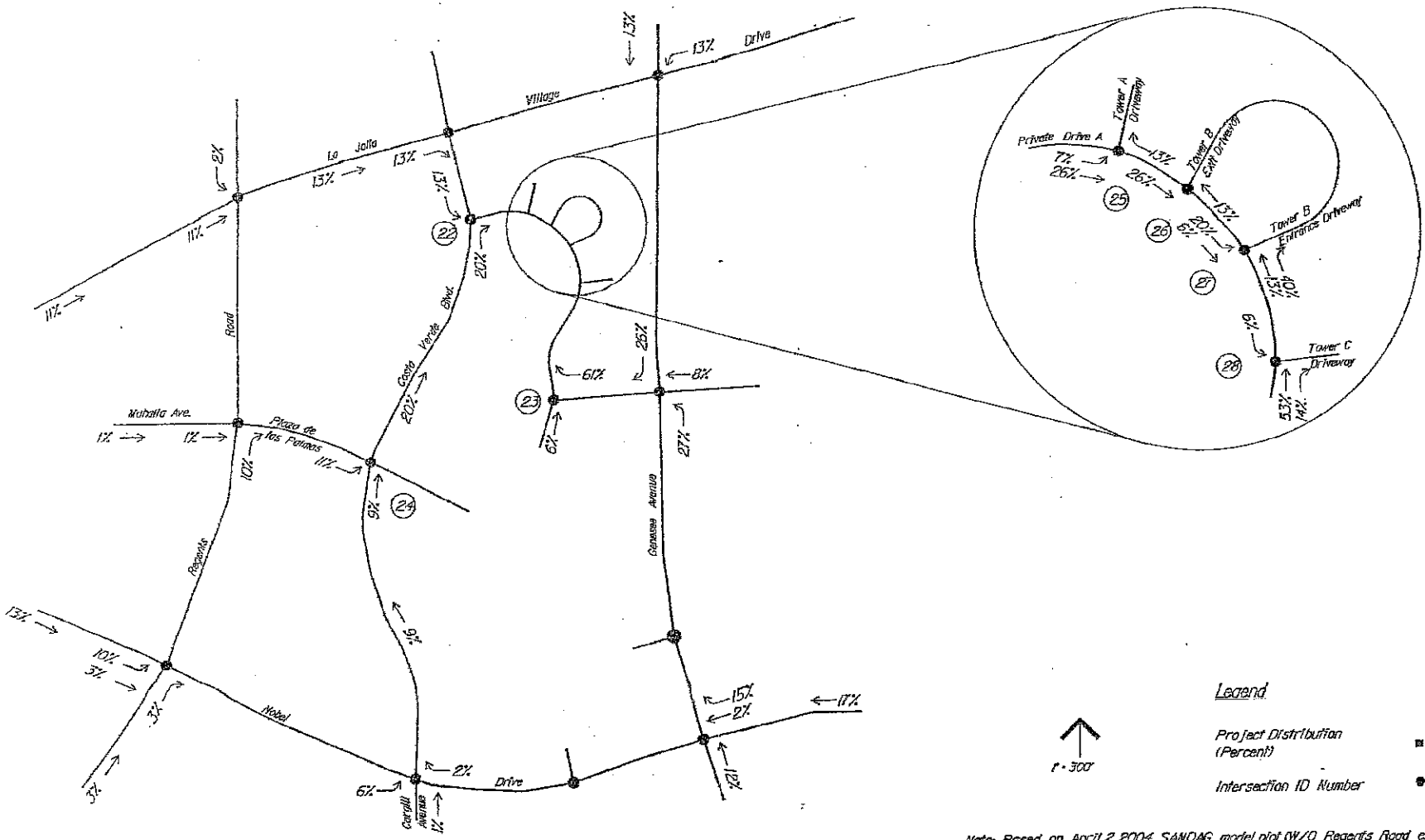
COSTA VERDE LAND USE*	STATUS	INTENSITY	TRIP GENERATION RATES*	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
					TOTAL	IN	OUT	TOTAL	IN	OUT
Costa Verde (South Village)	Built	606 DU's	6.0 / DU	3,636	291	58	233	327	229	98
Costa Verde (North Village)	Built	651 DU's	6.0 / DU	3,906	312	62	250	352	246	105
Towers at Costa Verde	Under Construction	590 DU's	6.0 / DU	3,540	283	57	227	319	223	96
Costa Verde Hotel	Not Built	*400 Rooms*	*10.0 / ROOM*	*4,000*	*240*	*144*	*96*	*320*	*192*	*128*
*Remaing Dwelling Units***	Not Built	*420 DU's*	*6.0 / DU*	*2,520*	*202*	*40*	*161*	*227*	*159*	*68*
Total				17,602	1,328	362	967	1,544	1,049	495
Subtotal: Costa Verde Hotel + Remaining Dwelling Units + Units Under Construction				10,060	725	241	484	865	574	292
Subtotal: Costa Verde Hotel + Remaining Dwelling Units				6,520	442	184	257	547	351	196

PROPOSED PROJECT WEEKDAY TRAFFIC GENERATION

COSTA VERDE LAND USE	STATUS	INTENSITY	TRIP GENERATION RATES*	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
					TOTAL	IN	OUT	TOTAL	IN	OUT
Costa Verde Condos and Apartments	Not Built	1,084 DU's	6.0 / DU	6,504	520	104	416	585	410	176
Costa Verde (South Village)	Built	606 DU's	6.0 / DU	3,636	291	58	233	327	229	98
Costa Verde (North Village)	Built	651 DU's	6.0 / DU	3,906	312	62	250	352	246	105
Towers at Costa Verde	Under Construction	590 DU's	6.0 / DU	3,540	283	57	227	319	223	96
Total				17,586	1,407	281	1,126	1,583	1,108	475

* Costa Verde Specific Plan allows for the development of 2,600 dwelling units and a 400 room hotel. The Hyatt Senior Tower has been allocated 332 equivalent dwelling units.

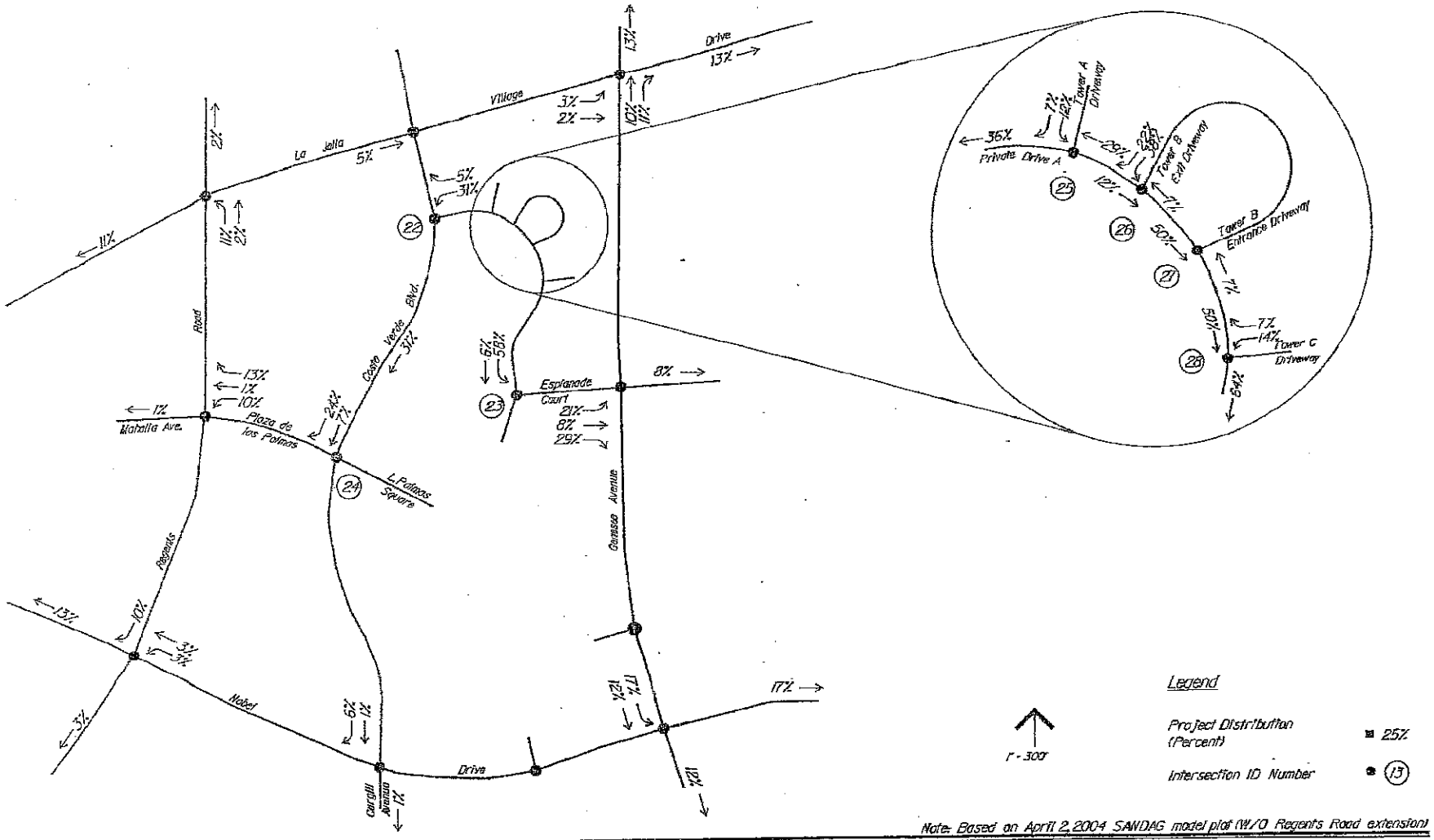
P:\PROJECTS\095150.S\095178004\Excel\December Final Submittal\[178004tg08.xls]Table 4-1 12/6/2004 10:13



Note: Based on April 2, 2004 SANDAG model plot (W/O Regents Road extension)

Figure 4-1.1

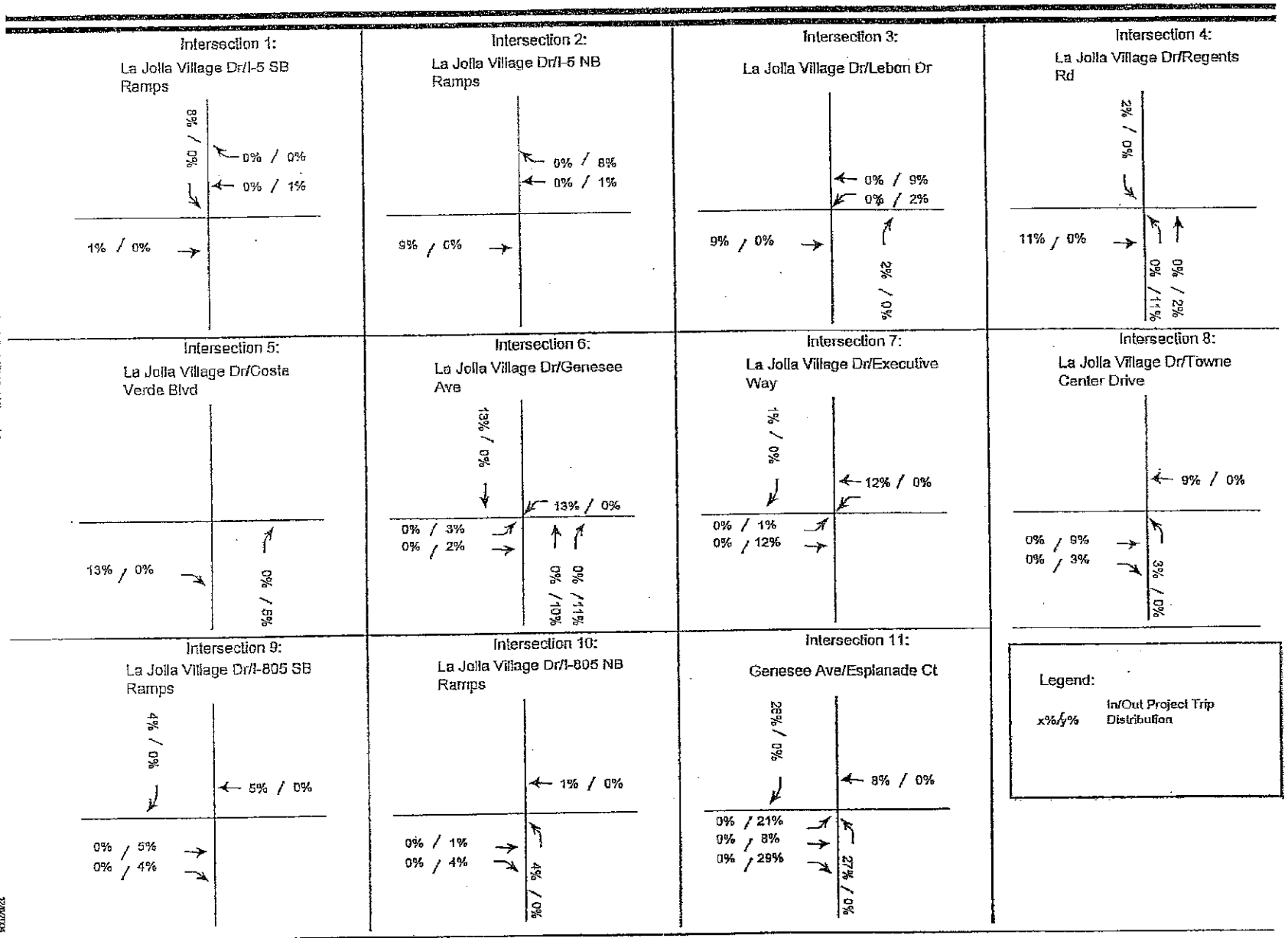
Distribution of Monte Verde Project Traffic (Entering)



Note: Based on April 2, 2004 SANDAG model plot (W/O Regents Road extension)

Figure 4-1.2

Distribution of Monte Verde Project Traffic (Exiting)



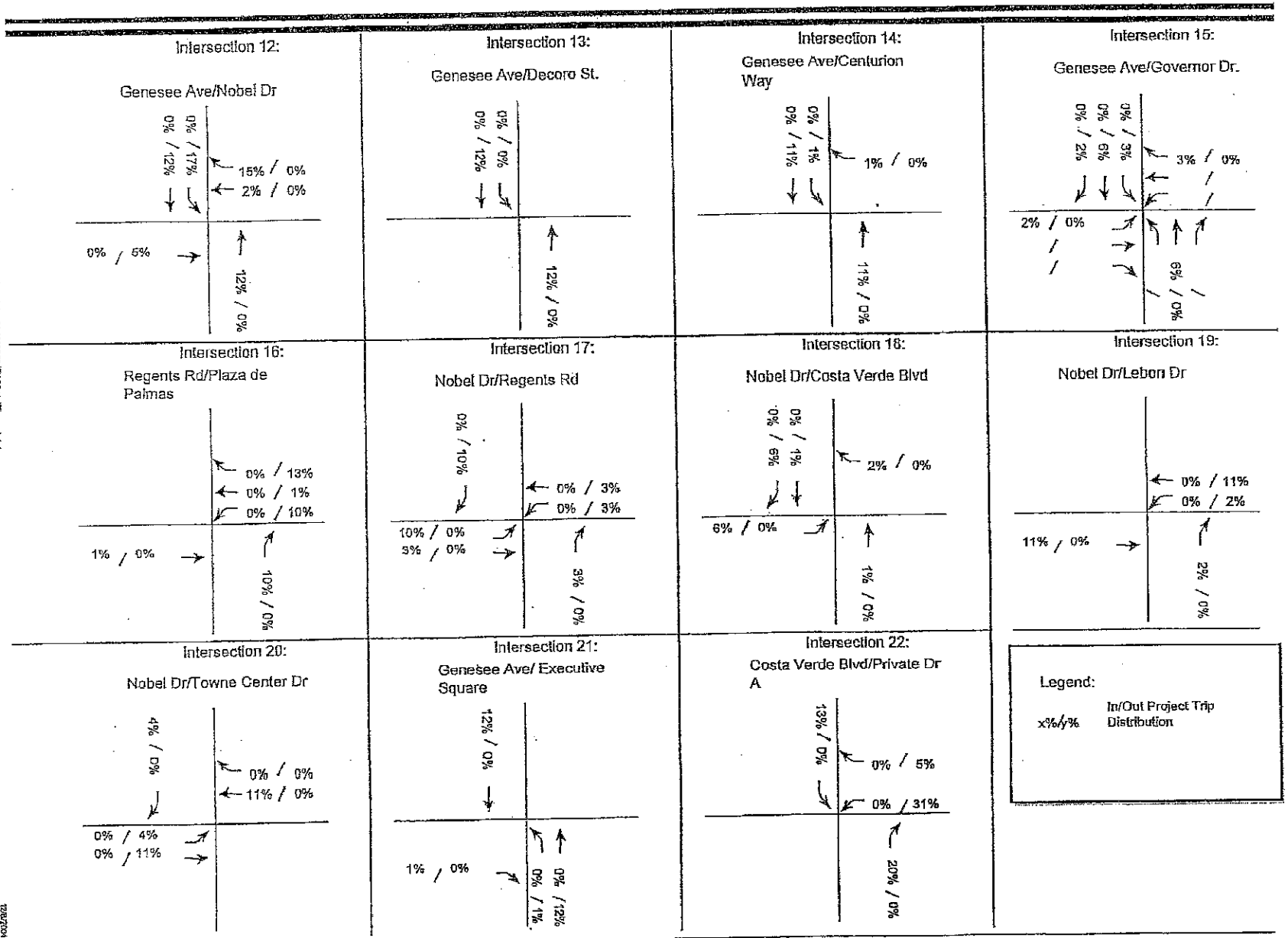
Project Trip Distribution - Study Intersections

Kimley-Horn and Associates, Inc.

Monte Verde

Figure 4-1.3

P:\PROJECTS\085150.5085170.00\Submittal\December Final Submittal\170004TA06.xls\Figure 4-1.1



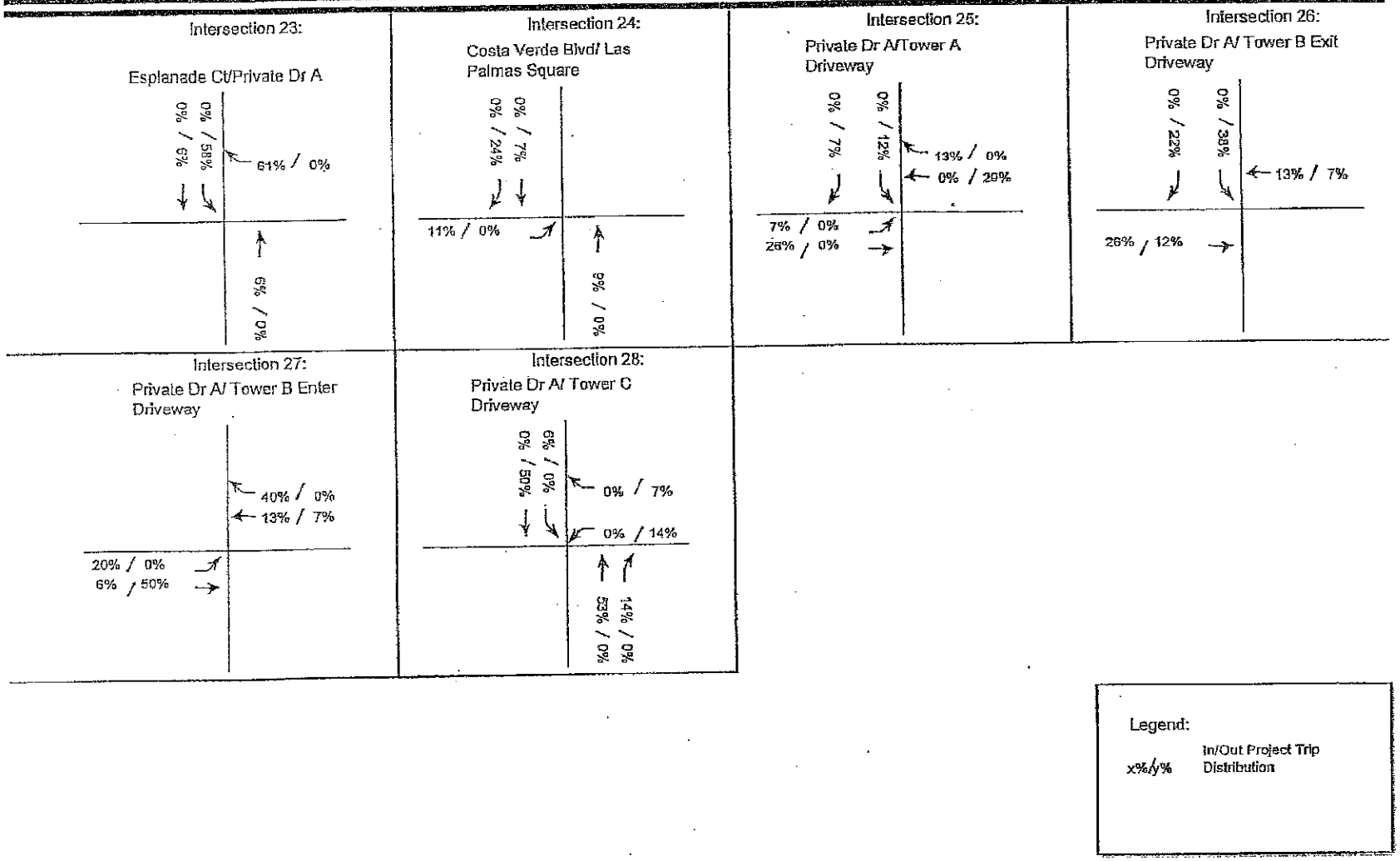
Project Trip Distribution - Study Intersections

Kimley-Horn and Associates, Inc.

Monte Verde

Figure 4-1.4

P:\PROJECTS\05951500.SUN\51700041\Excel\December Final Submittal\[1700041A08.xls]Figure 4-1.2

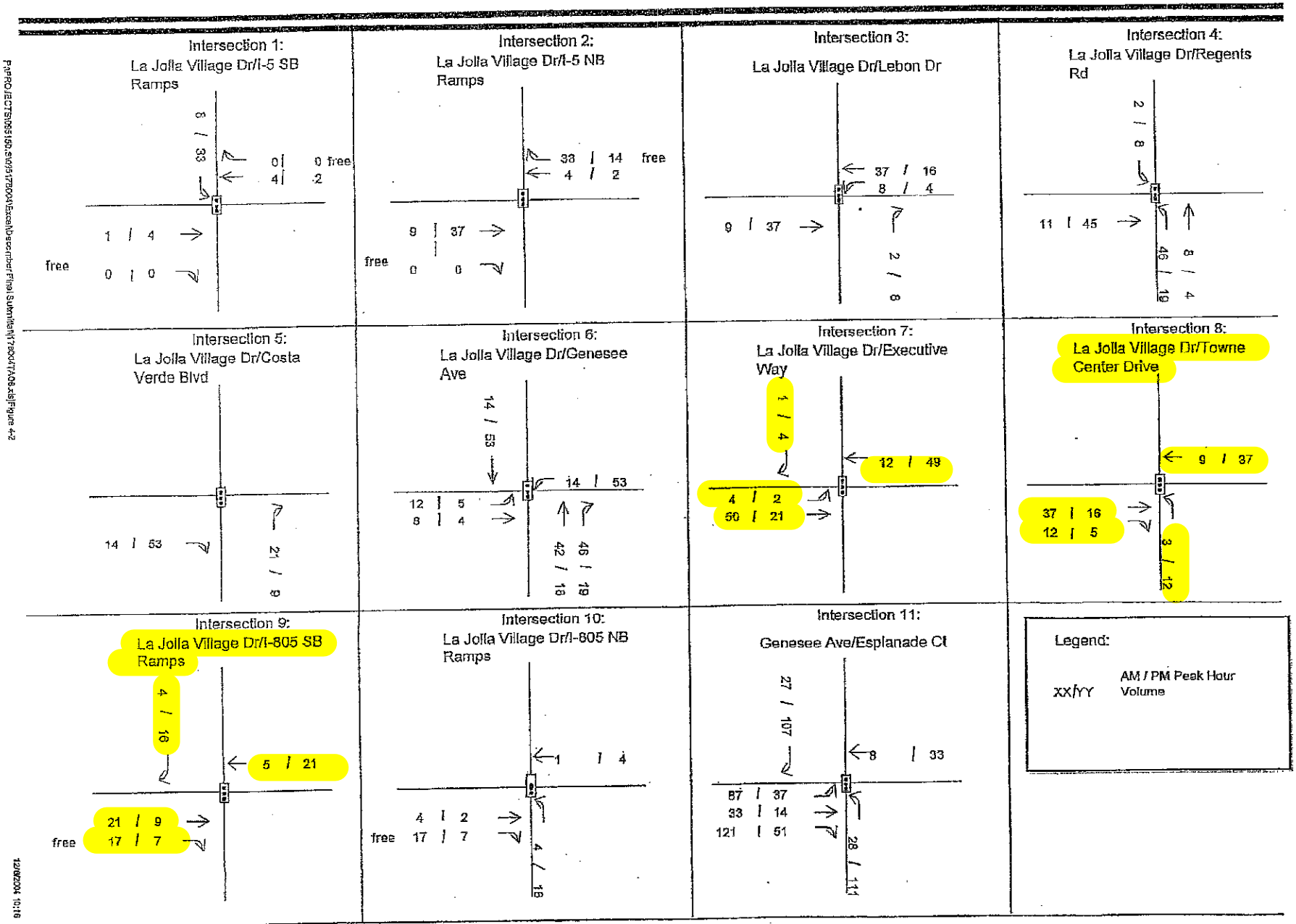


Project Trip Distribution - Study Intersections

Monte Verde

Figure 4-1.5

Kimley-Horn and Associates, Inc.



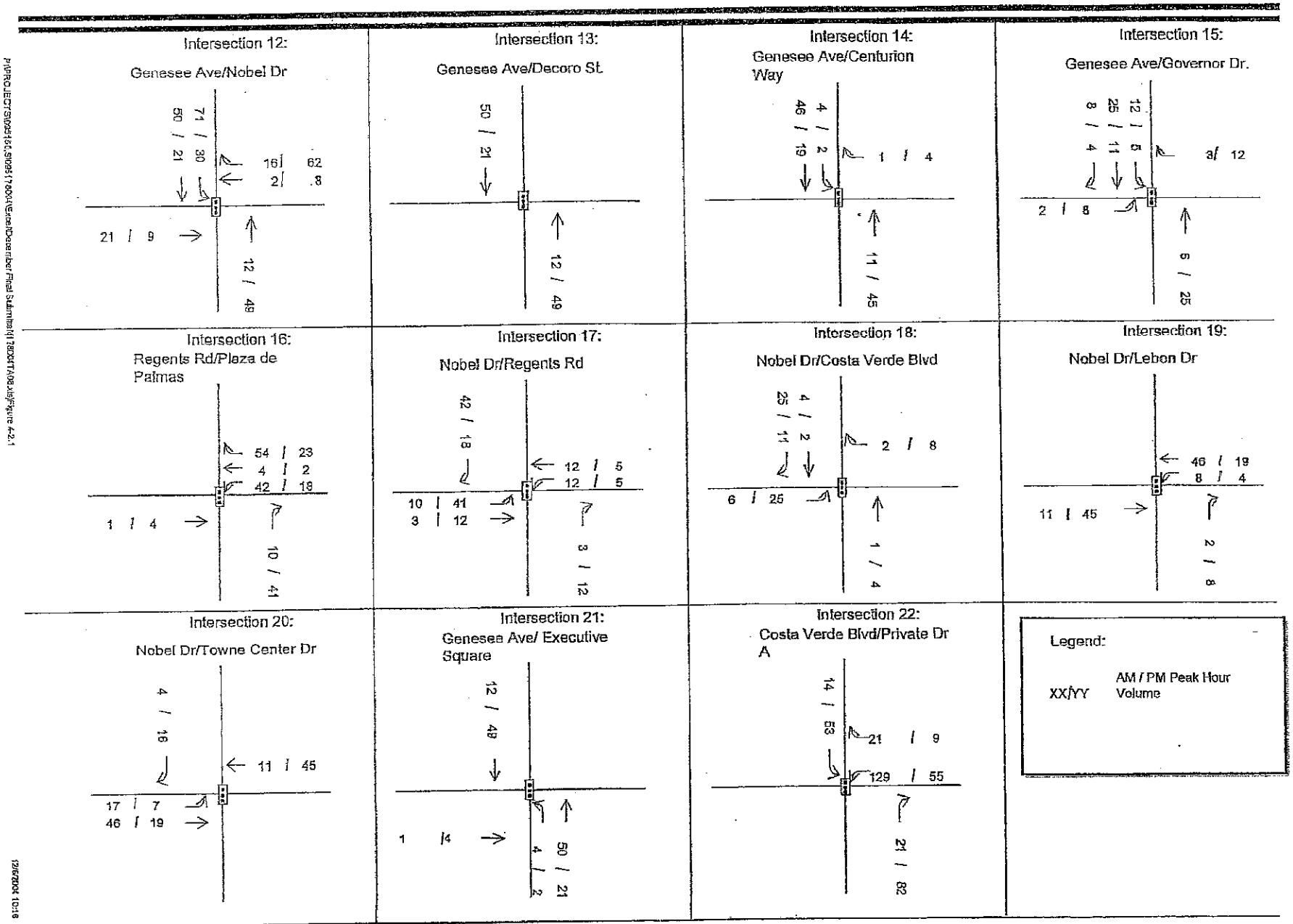
Monte Verde Project Trip Assignment

Kimley-Horn and Associates, Inc.

Monte Verde

Figure 4-2

P:\PROJECTS\05150.50\5178004\Excel\December Final Submittal\5178004TA06.xls]Figure 4-2
12/8/2004 10:16



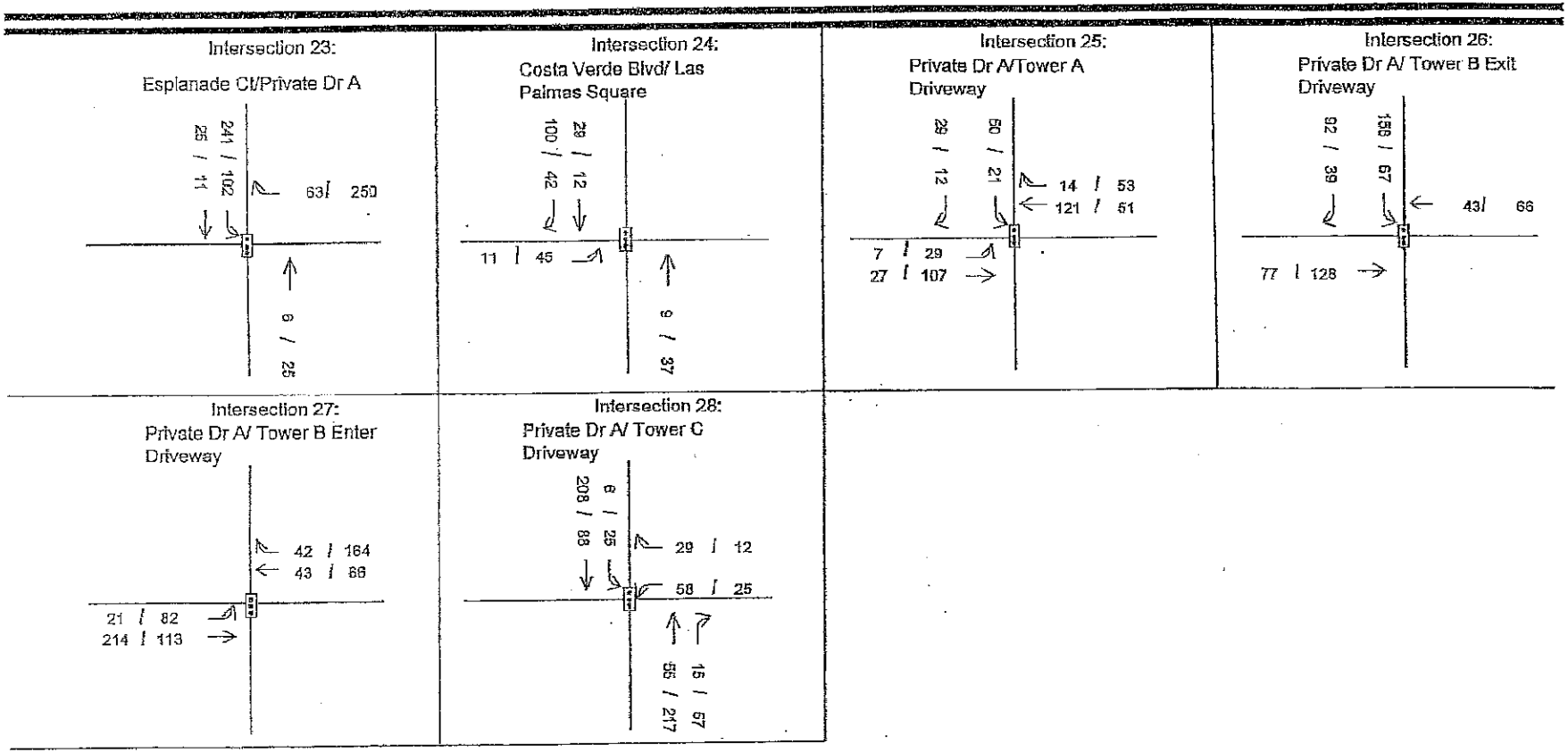
Monte Verde Project Trip Assignment

Kimley-Horn and Associates, Inc.

Monte Verde

Figure 4-2.1

P:\PROJECTS\2005\150.S\0951170\04\Excel\Decnember Final Submittal\[170DIST1A08.xls]Figure 4-2.1
12/6/2004 10:18



Legend:

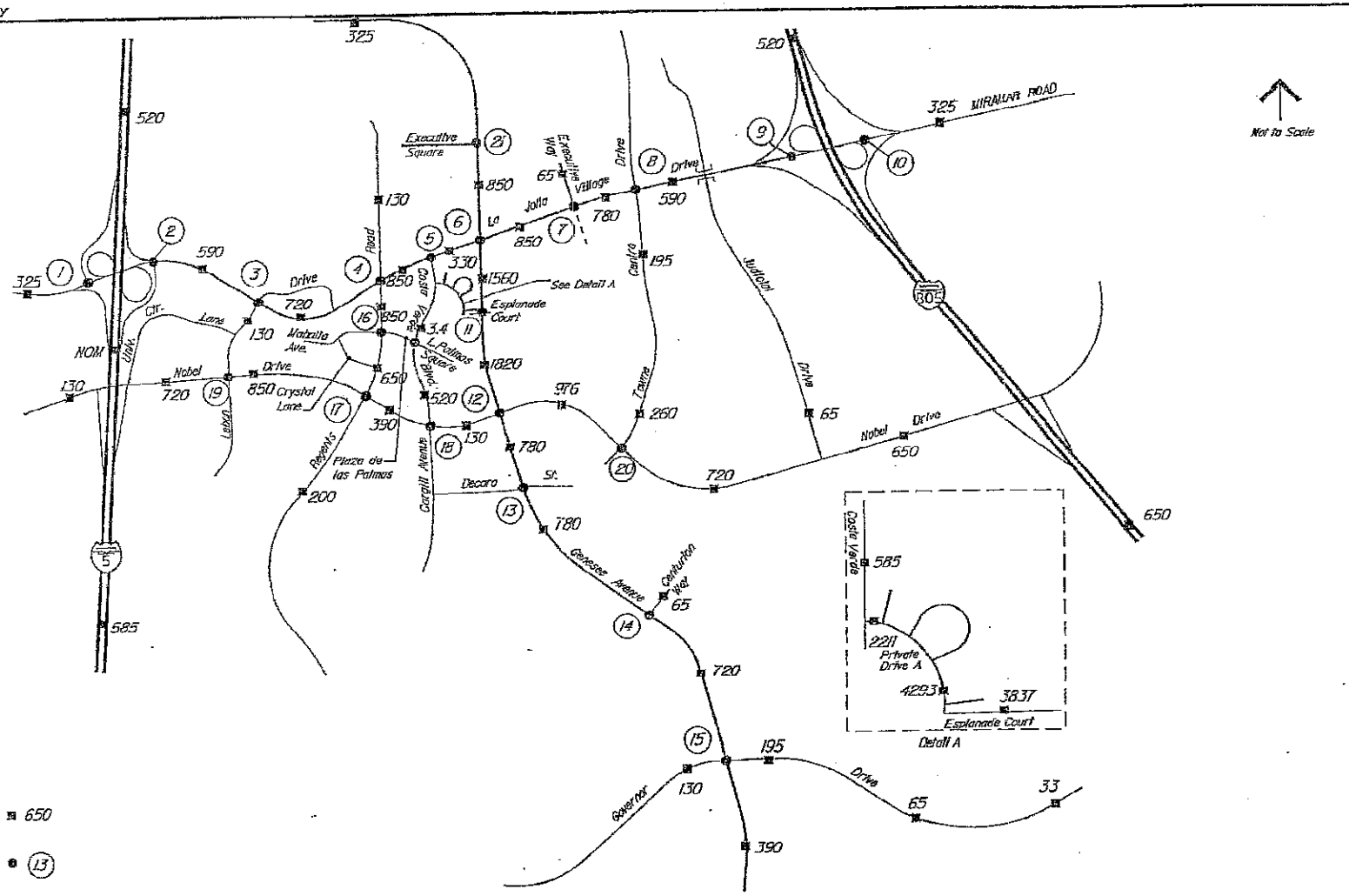
XX/YY — AM / PM Peak Hour Volume

Monte Verde Project Trip Assignment

Kimley-Horn and Associates, Inc.

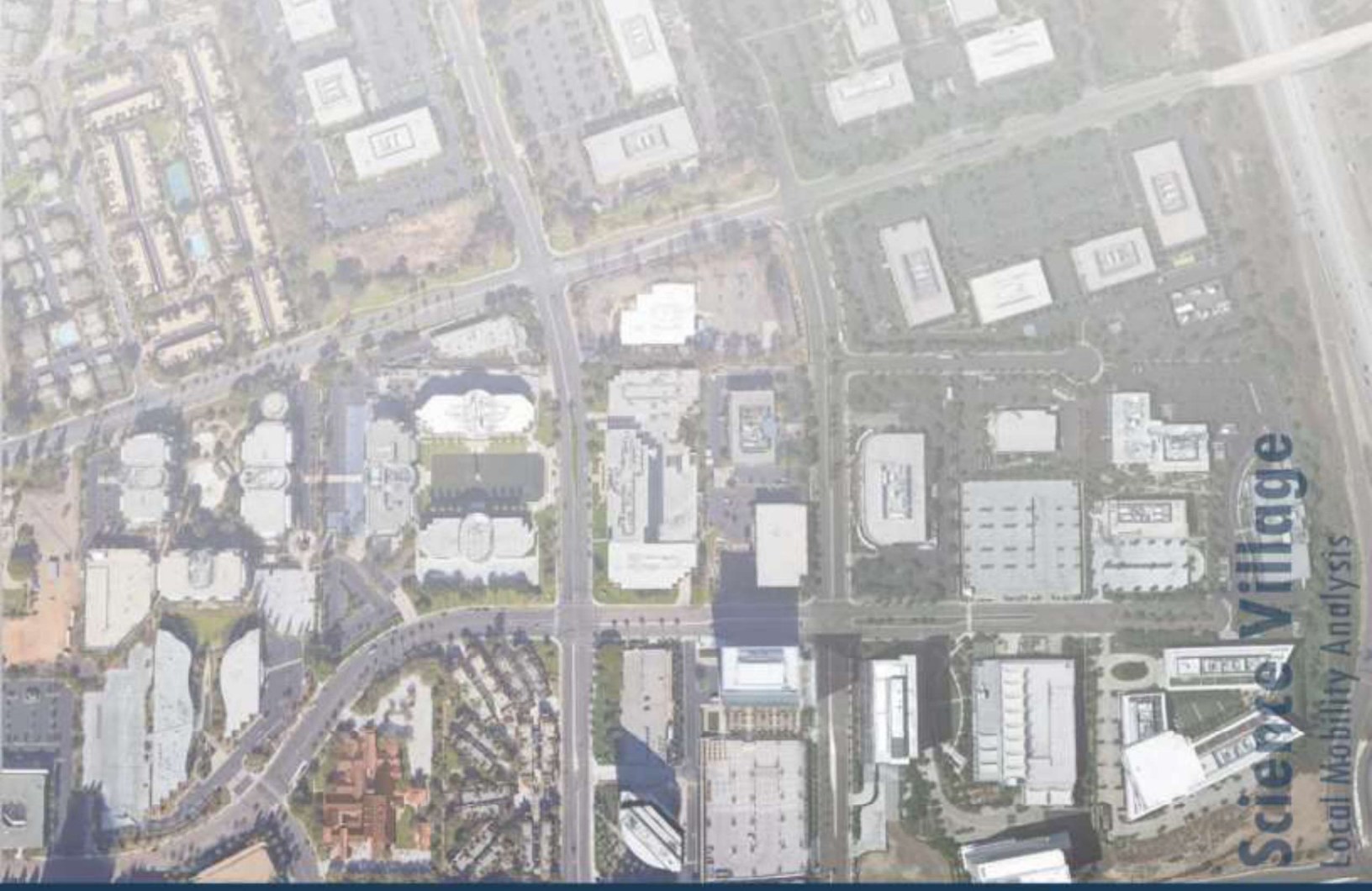
Monte Verde

Figure 4-2.2



Note: Based on April 2,2004 SANDAG model plot (W/O Regents Road extension)

Figure 4-3



Prepared For: The City of San Diego and Miller Hull

Project Number: 002219
PTS# 647676
April 26, 2022

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2.0 PROJECT DESCRIPTION

2.1 Existing Setting

The Project is located on a 4-acre site located at 9363, 9373, and 9393 Towne Centre Drive in the University Community Planning Area of the City of San Diego. The project site is bound by 9455 Towne Centre Drive to the north, Towne Centre Drive to the west, Executive Drive to the south, and 4690 and 9380 Judicial Drive to the east. The project site can be accessed through Towne Centre Drive to the west and Executive Drive to the south.

Regional access to the project site is provided by several locations that include the junction of Interstate 5 with Genesee Avenue (1.6 miles northwest of the project site), the junction of Interstate 805 with La Jolla Village Drive (0.6 miles southeast of the project site), the junction of Interstate 805 with Nobel Drive (1.2 miles southeast of the project site), and the junction of Interstate 5 with La Jolla Village Drive (1.4 miles southwest of the project site). Local access to the project site is provided through the intersection of Towne Centre Drive and Eastgate Mall (0.2 miles north of the project site) and the intersection of Towne Centre Drive and Executive Drive (fronting the southwest corner of the project site). Primary vehicle access to the project site will occur through two (2) access driveways; one access driveway along Towne Centre Drive and one access driveway along Executive Drive.

The project site has an "Industrial Public / Semi-Public" land use designation in the current University Community Plan. The Project site is zoned RS-1-14 (Residential Single Unit).

The project site is currently developed with two (2) existing three-story scientific research and development buildings consisting of approximately 138,400 square feet (SF) of gross floor area (GFA) and a partially below-grade parking structure.

2.2 Proposed Project

The Project will entail the demolition of two (2) existing three-story scientific research and development buildings consisting of approximately 138,400 square feet (SF) of gross floor area (GFA) and the demolition of the partially below-grade parking structure for the construction of two (2) new four-story scientific research and development buildings that will be connected by two (2) two-level bridge connectors. These two (2) new buildings will consist of a total building area of two-level bridge connectors. These two (2) new buildings will consist of a total building area of 369,878 SF and are proposed as scientific research and development uses. Within the proposed uses, accessory/amenity spaces will be built, which will consist of a 7,655 SF market, a 563 SF food and beverage space, a 23,397 SF fitness center, and a 27,847 SF conference space. The accessory/amenity space will consist of a combination of retail, drinking, and eating areas. The Project will be constructed in one phase over a three-story below-grade parking structure.

The anticipated Opening Day of the Project is estimated to be during Year 2023.

Figure 2-1 includes the Project site plan.

As shown in the project site plan in **Figure 2-1**, access to the project site is will be through two (2) driveways, providing access to the below-grade parking structure. The two (2) planned project driveways will be configured as right-in/right-out access points and will be located midblock from

the intersection of Towne Centre Drive at Executive Drive with one (1) driveway located along Towne Centre Drive and one (1) driveway located along Executive Drive.

At full buildout of the Project, parking will consist of a total supply of 938 vehicle parking spaces, 19 motorcycle spaces, and 101 bicycle spaces. A detailed breakdown of the Project's parking supply and facilities is discussed under **Chapter 12.0**.

TDM measures consistent with the City of San Diego Climate Action Plan (CAP) Consistency Checklist will be provided as features supporting mobility for bicycling, walking, and transit users. These project features are based on the City of San Diego's Climate Action Plan (CAP) Consistency Checklist requirements (included in **Appendix B**), which will consist of the following:

A. Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development.
B. Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees.
C. Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, and gyms, either onsite or within 1,320 feet (1/4 mile) of the structure/use.
D. Flexible or Alternative Work Hours
E. Subsidized transit passes.
F. Employee showers and lockers in accordance with the voluntary measures under the California Green Building Standards Code.
G. Bicycle parking consisting of 40 short-term bicycle spaces and 61 long-term bicycle spaces.
H. Transportation Demand Management (TDM) Program
    - The Project will implement a TDM Program as discussed in **Chapter 13.0**.

Discretionary actions associated with the Project include a Specific Plan Amendment (SPA) to the Nexus Technology Centre Specific Plan, a Planned Development Permit (PDP), a Rezone, and a Community Plan Amendment (CPA). The Project proposes a Rezone from a Residential Base (RS-1-14) zone to an Employment Mixed-Use (EMX-2) zone, in which the proposed scientific research and development land use is permitted.

2.3 Trip Generation

Trip Generation for the Project is presented below. Using the *City of San Diego Trip Generation Manual (May 2003)* trip generation rates, the total Project trip generation has been calculated using driveway rates as shown below and considers the remaining site entitlement. Existing uses onsite have been calculated to generate 1,107 daily unadjusted driveway trips with 177 (159 In / 18 Out) AM peak hour trips and 155 (16 In / 140 Out) PM peak hour trips. The Project is anticipated to generate approximately 2,959 daily unadjusted driveway trips with 473 (426 In / 47 Out) AM peak hour trips and 414 (41 In / 373 Out) PM peak hour trips. The Project is calculated to generate a net increase of approximately **1,778** average daily trips (ADT) with **252** (227 In / 25 Out) AM peak hour trips and **220** (22 In / 198 Out) PM peak hour trips.

Table 2-1 includes the project trip generation.

Table 2-1: Project Trip Generation

Land Use	Intensity	Rate*	ADT	AM						PM					
				Peak%*	Vol.	In %	Out%	In	Out	Peak%*	Vol.	In %	Out%	In	Out
Existing Land Uses															
Scientific Research and Development	138.4 KSF	8 /KSF	1,107	16%	177	90% : 10%		159	18	14%	155	10% : 90%		16	140
Existing Sub-Total			1,107		177			159	18		155			16	140
Proposed Land Uses															
Scientific Research and Development	369.878 KSF	8 /KSF	2,959	16%	473	90% : 10%		426	47	14%	414	10% : 90%		41	373
Proposed Sub-Total			2,959		473			426	47		414			41	373
Transit Reductions															
Transit Reduction % (Scientific Research and Development - Industrial)*			4%		15%			15%	15%		15%			15%	15%
Transit Reduction (Scientific Research and Development - Industrial) of Existing Uses			44		27			24	3		23			2	21
Transit Reduction (Scientific Research and Development - Industrial) of Proposed Uses			118		71			64	7		62			6	56
Existing Sub-Total With Transit Credit			1,063		151			136	15		132			13	119
Proposed Sub-Total With Transit Credit			2,841		402			362	40		352			35	317
Net Increase			1,778		252			227	25		220			22	198

Source:

*Rates taken from the City of San Diego Trip Generation Manual, May 2003

Note:

ADT= Average Daily Trips

KSF = 1,000 Square Feet

T = Trips

X = GFA in 1,000 Square Feet

*Transit Reduction Credits referenced from Table 1 of City of San Diego Transportation Study Manual (09/29/2020)

**The Project includes Specialty Retail amenities that are treated as non-trip generating space. These amenities consist of a 5,748 SF coffee shop, a 2,097 SF market, and 16,411 SF of common rooms (conference rooms, lounges, etc.) consistent with the current University Community Plan, these uses will be non-freestanding and oriented towards the interior of the project.

4.0 PROJECT STUDY AREA, TRIP DISTRIBUTION, & TRIP ASSIGNMENT

4.1 Project Study Area

Figure 4-1 shows the study area which includes 10 intersections and 8 roadway segments.

4.1.1 Intersections

As shown in the Project trip generation in **Table 2-1**, the Project is calculated to generate a net increase of approximately **1,778** average daily trips (ADT) with **252** (227 In / 25 Out) AM peak hour trips and **220** (22 In / 198 Out) PM peak hour trips.

Consistent with the City's TSM, for projects that generate less than 2,400 daily final driveway trips the typical study intersections are as follows:

- All signalized and unsignalized intersections and project driveways located within a ½-mile path of travel distance measured from the center of the intersection formed by each project driveway AND the project will add 50 or more peak hour final primary (cumulative) trips to any turning movement at the intersection.

A list of the Project study intersections is included in **Table 4-1** below.

4.1.2 Roadway segments

The Project is not consistent with the current University Community Plan. Therefore, consistent with the City's TSM, the study area should include roadway segments where a project adds 500 or more daily final primary trips (cumulative trips) if inconsistent with the Community Plan, AND:

- Have improvements identified in the community plan; OR

- Not built to the community plan ultimate classification (including planned new circulation element roadways).

A list of the Project study roadway segments is included in **Table 4-2** below.

Figure 4-1: Project Study Area and Intersection Key



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Table 4-1: Study Intersections

Number	Intersection
1	Towne Centre Drive / Eastgate Mall
2	Towne Centre Drive / Project Driveway "A"
3	Towne Centre Drive / Executive Drive
4	Towne Centre Drive / Towne Centre Driveway
5	Towne Centre Drive / La Jolla Village Drive
6	Executive Drive / Project Driveway "B"
7	Judicial Drive / Executive Drive
8	Judicial Drive / Judicial Driveway
9	Judicial Drive / Golden Haven Drive / Brook Lane
10	La Jolla Village Drive / Miramar Road / I-805 SB Ramps

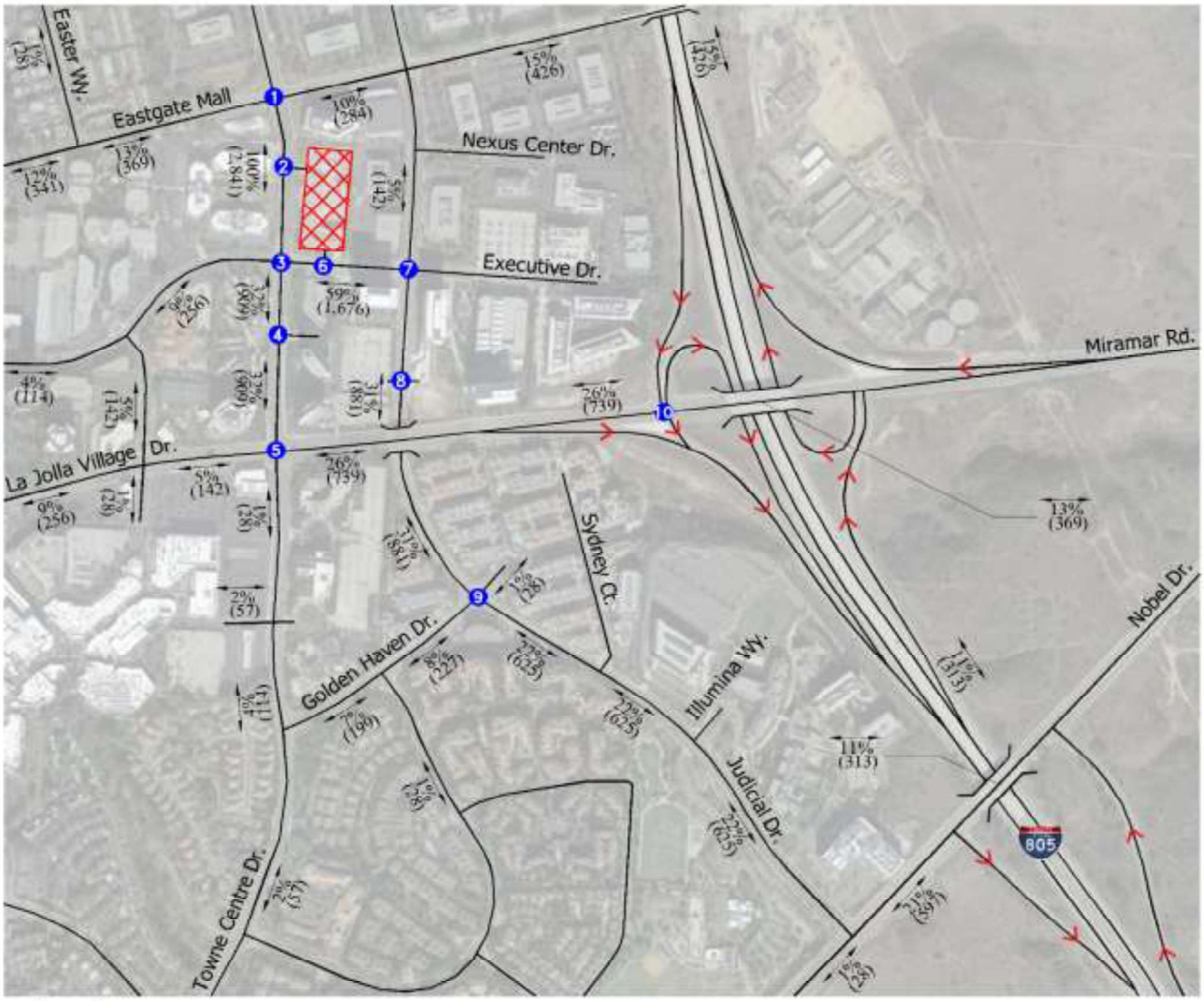
Table 4-2: Study Roadway Segments

Road	Segment
Towne Centre Drive	Eastgate Mall - Project Driveway "A"
Towne Centre Drive	Project Driveway "A" - Executive Drive
Towne Centre Drive	Executive Drive - Towne Centre Driveway
Towne Centre Drive	Towne Centre Driveway - La Jolla Village Drive
Judicial Drive	Executive Drive - Judicial Driveway
Judicial Drive	Judicial Driveway - Golden Haven Drive / Brook Lane
Executive Drive	Towne Centre Drive - Judicial Drive
Executive Drive	Towne Centre Drive - Judicial Drive

Figure 4-2: Existing Uses Trip Distribution Percentages



Figure 4-3: Project Only Trip Distribution Percentages



Legend

= Project Location

XX% = Project Only Trip Distribution Percentage

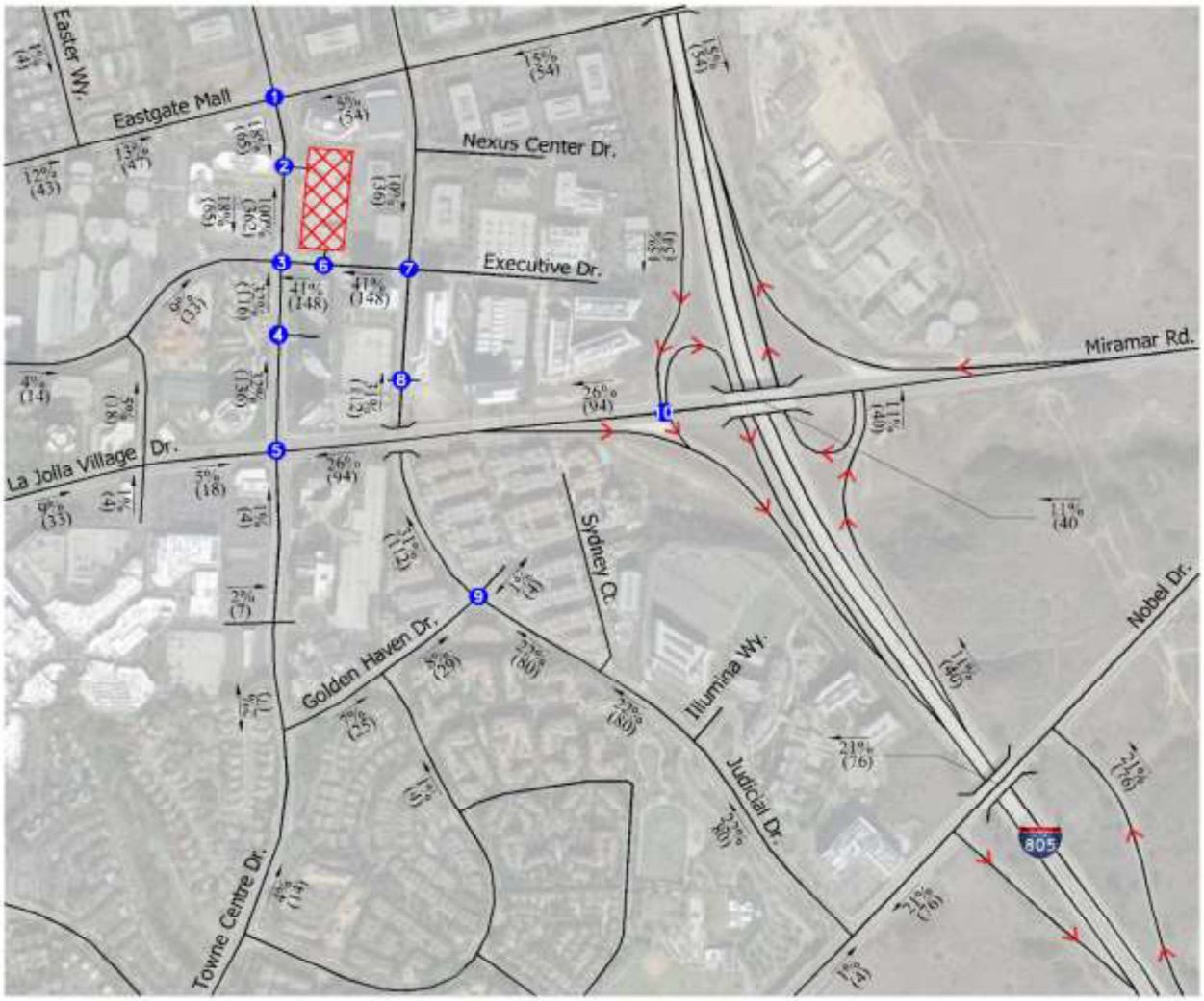
= Study Intersection

NO SCALE

Figure 4-4: Existing Uses Inbound Trip Assignment Percentages



Figure 4-5: Project Only Inbound Trip Assignment Percentages



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Figure 4-6: Existing Uses Outbound Trip Assignment Percentages



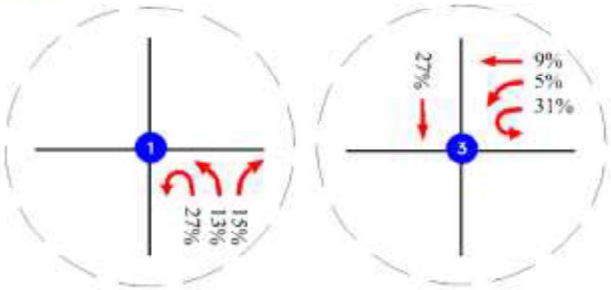
Legend

= Project Location

XX% = Existing Uses Trip Assignment (Outbound – PM Peak Hour)

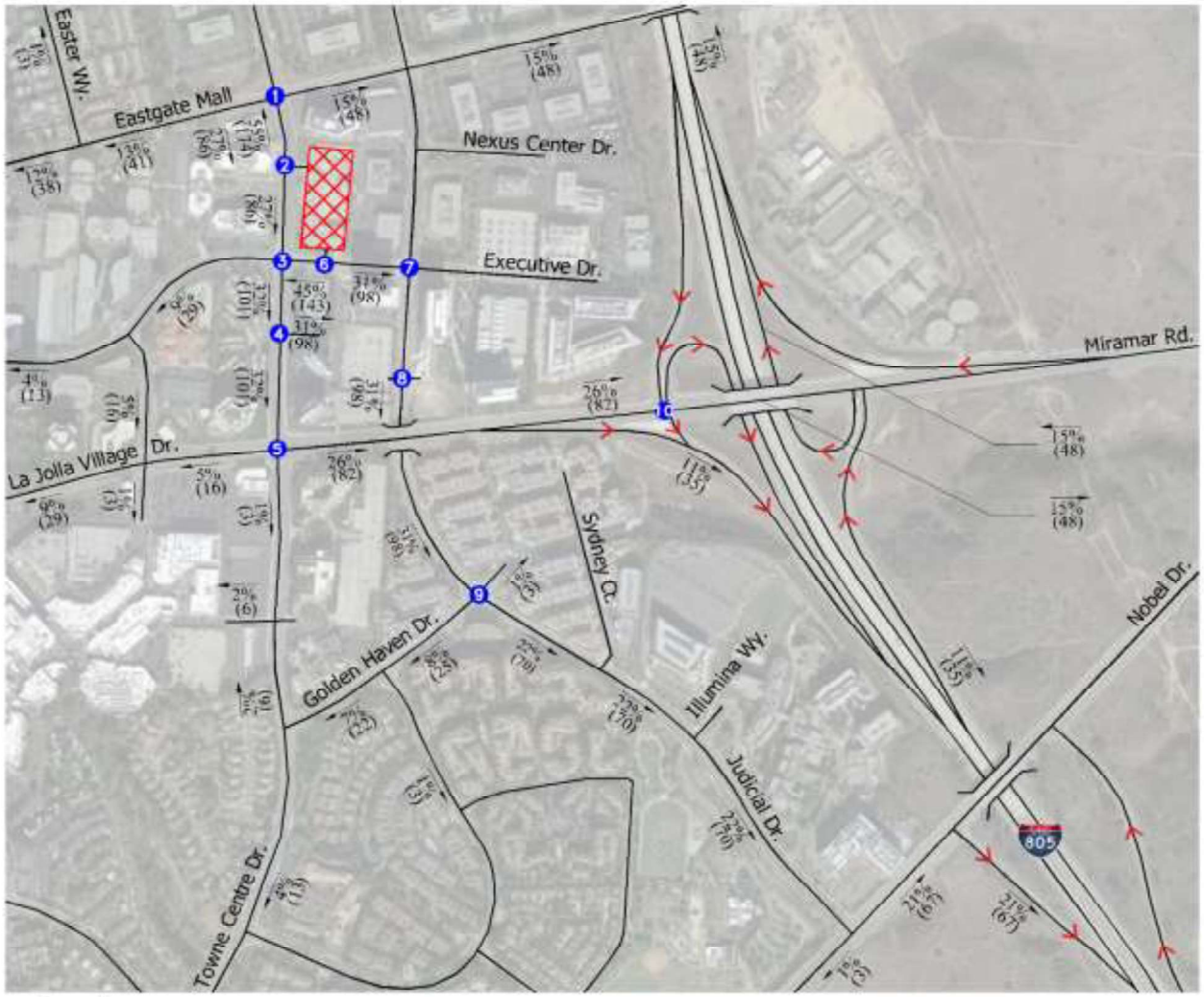
= Study Intersection

N NO SCALE



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Figure 4-7: Project Only Outbound Trip Assignment Percentages



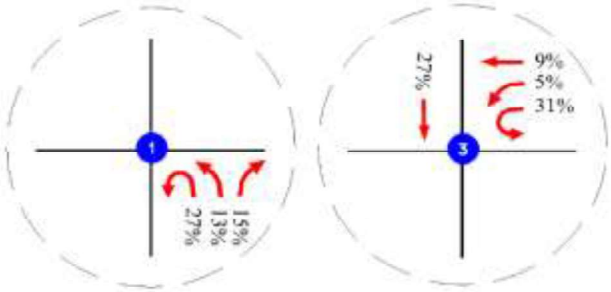
Legend

= Project Location

XX% = Project Only Trip Assignment (Outbound – PM Peak Hour)

= Study Intersection

N NO SCALE



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Figure 4-8: Existing Uses Average Daily Traffic



Legend

= Project Location

XX,XXX = ADT Number

= Study Intersection

N
NO SCALE

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Figure 4-9: Project Only Average Daily Traffic

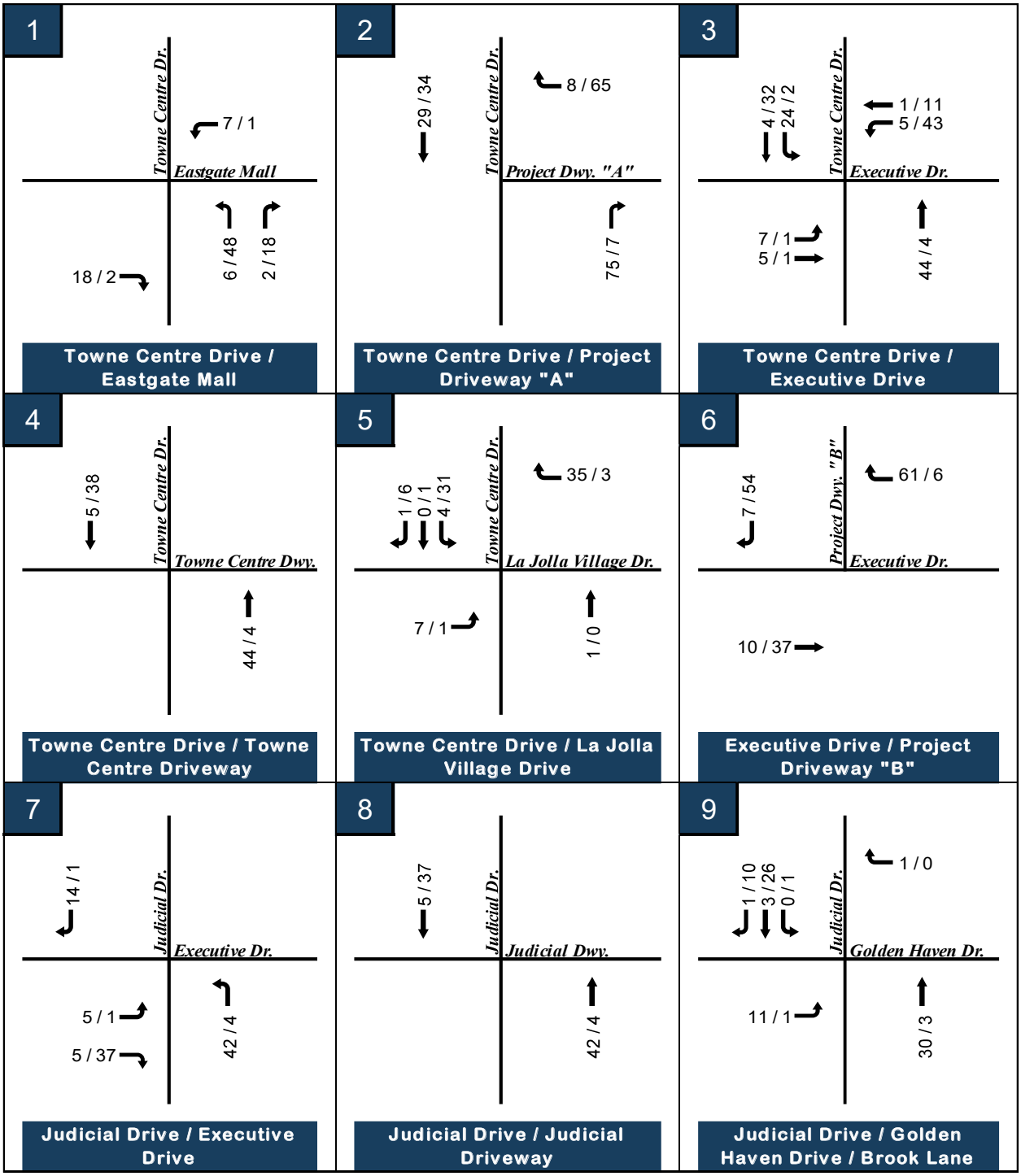


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Figure 4-10: Net Project Average Daily Traffic

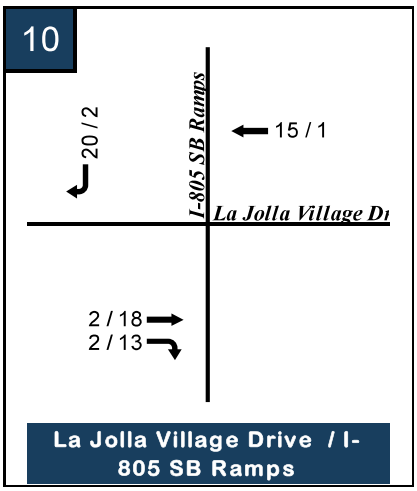


Figure 4-11: Existing Uses AM / PM Peak Hour Volumes



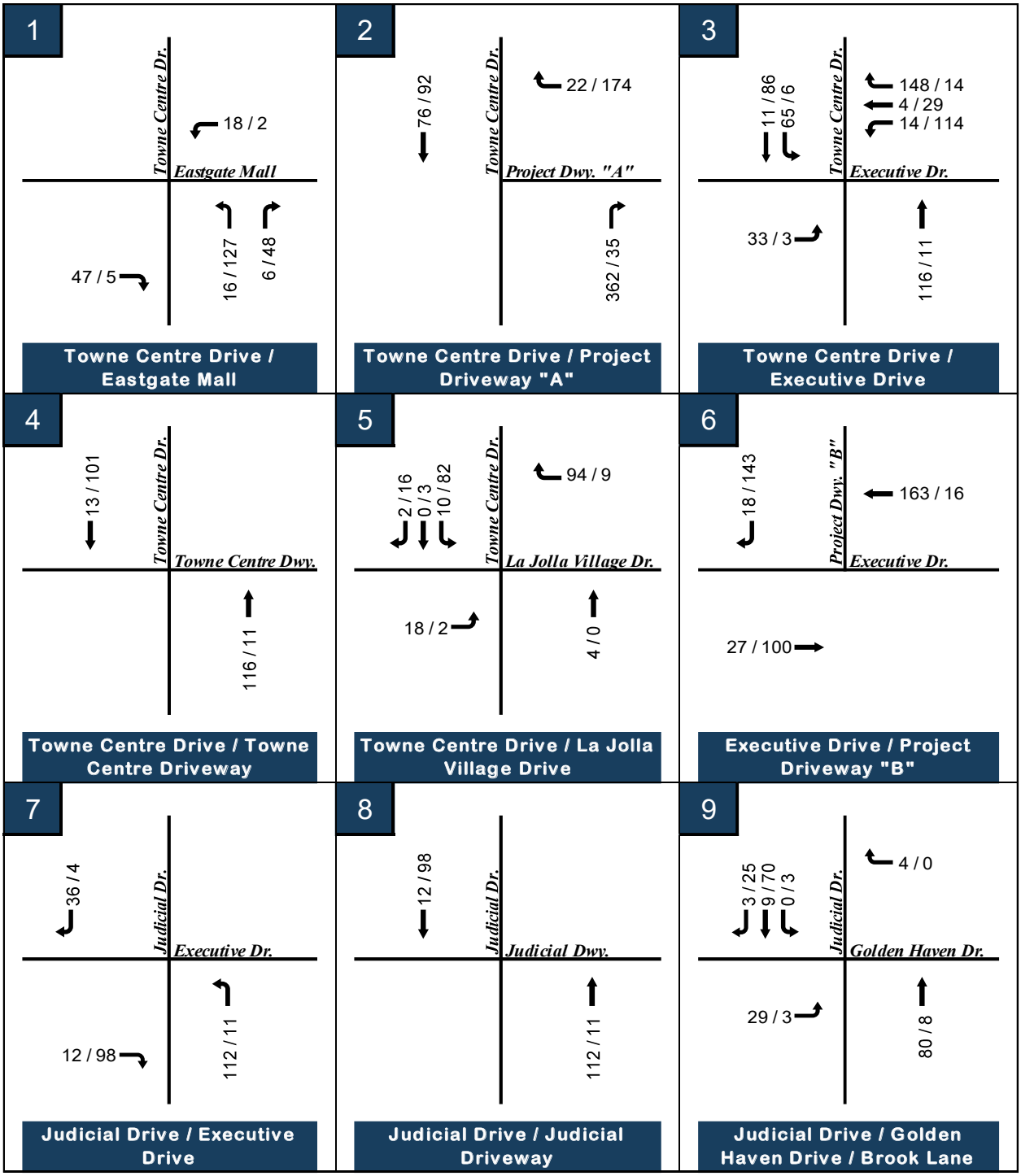
XX / XX = AM / PM Peak hour volumes

Figure 4-11: Existing Uses AM / PM Peak Hour Volumes (cont'd)



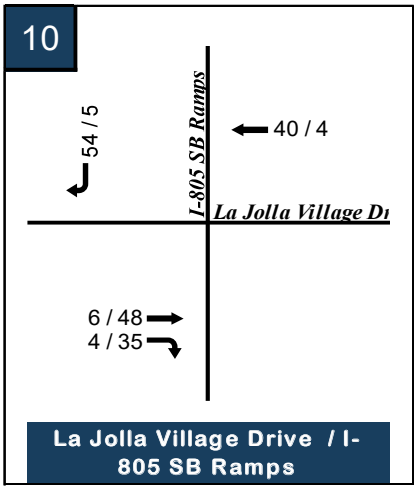
XX / XX = AM / PM Peak hour volumes

Figure 4-12: Project Only AM / PM Peak Hour Volumes



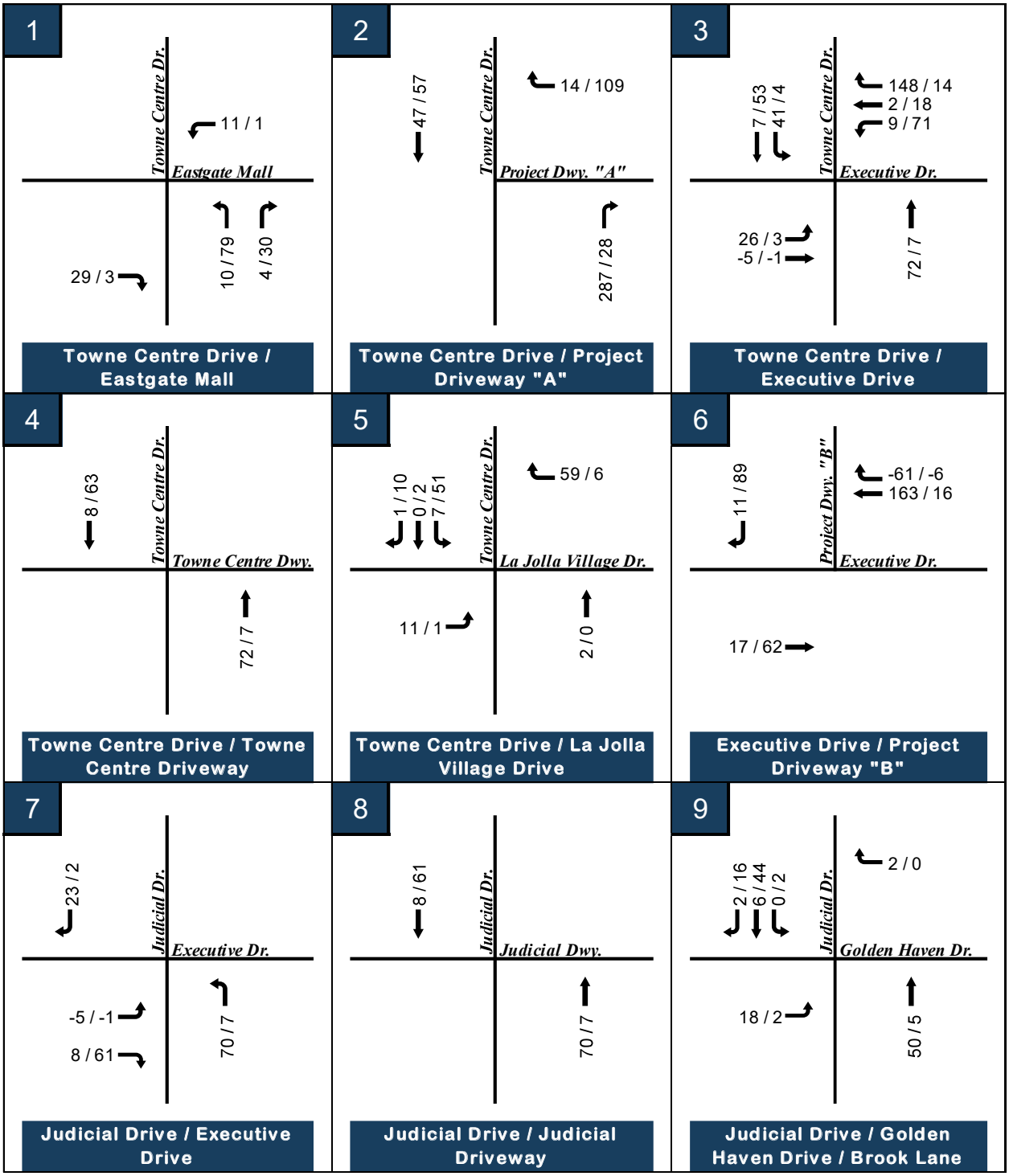
XX / XX = AM / PM Peak hour volumes

Figure 4-12: Project Only AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Figure 4-13: Net Project AM / PM Peak Hour Volumes



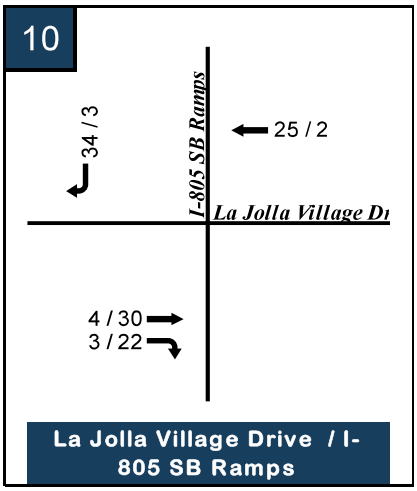
XX / XX = AM / PM Peak hour volumes

* NB U-Turn Traffic at Intersection #1 consists of 7 AM trips and 54 PM trips.

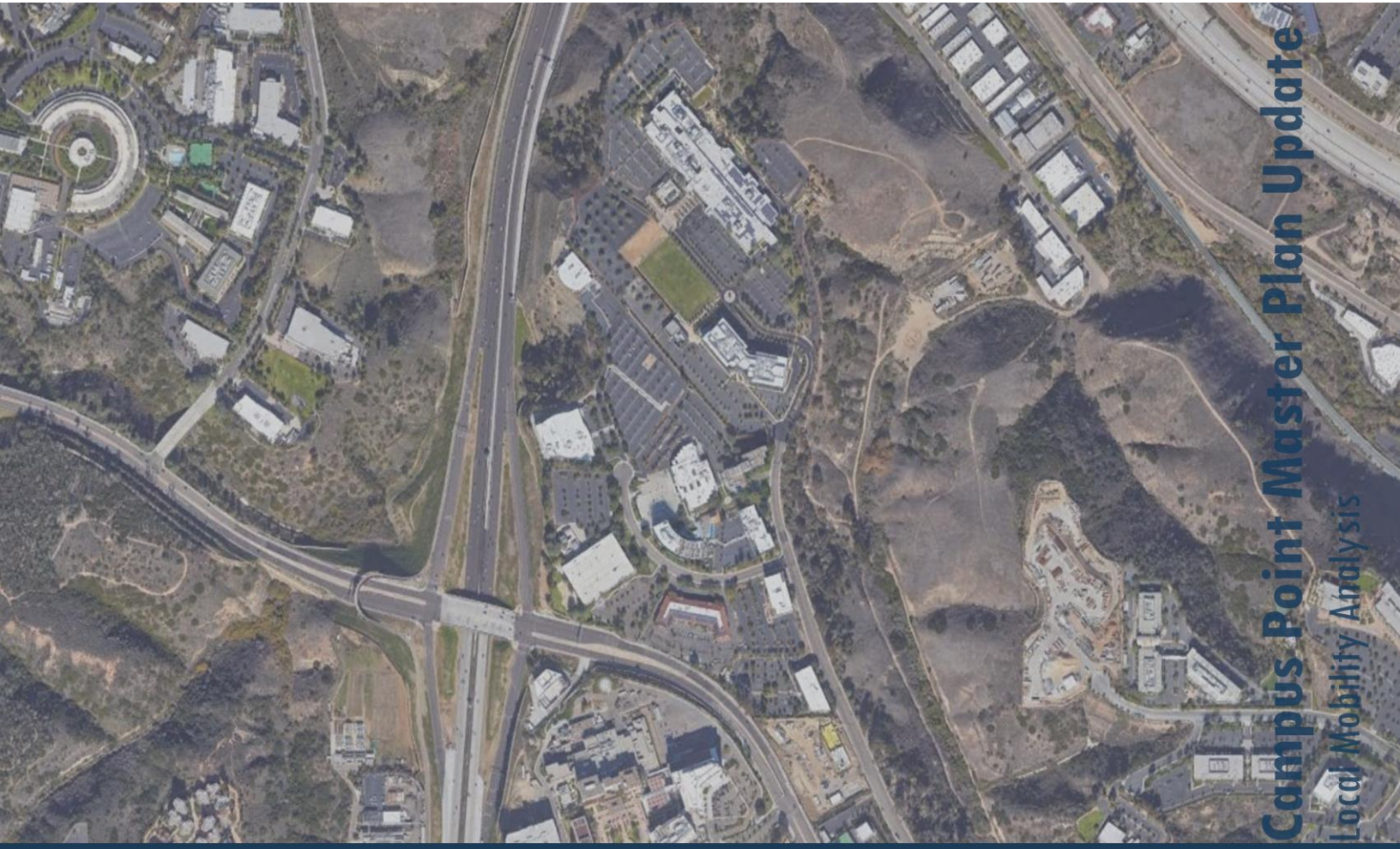
**SB U-Turn Traffic at Intersection #3 consists of 41 AM trips and 4 PM trips.

***WB U-Turn Traffic at Intersection #3 consists of 7 AM trips and 61 PM trips.

Figure 4-13: Net Project AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes



Campus Point Master Plan Update

Local Mobility Analysis

Prepared For: The City of San Diego and LPA Design Studios

Project Number: 003719
PTS# 651935
Date: August 27th, 2021

REGISTERED PROFESSIONAL ENGINEER
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2.0 PROJECT DESCRIPTION

2.1 Existing Setting

The Project site encompasses 84.79 acres and is currently developed with nine (9) buildings supporting 1,345,250 SF of scientific research and development uses and two (2) utility / central plant structures. Situated in the northwest portion of the University Community Planning Area, the project site is bounded to the south by Campus Point Court, to the east by Campus Point Drive, and to the northeast, north, and west by open space. The Accident Potential Zone (APZ) II Transition Zone traverses the project site in a north-south direction.

Regional access to the site is provided by the junction of Interstate 5 with Genesee Avenue, located southwest of the project site. The junction of Interstate 5 and Genesee Avenue is located approximately one-mile path-of-travel-distance away from the project site. Primary vehicle access to the project site would occur at two (2) existing driveways located along Campus Point Court and Campus Point Drive respectively.

The Project site is identified as a site with an industrial land use designation. The site is located in the University Community Planning Area and is zoned with three (3) separate zones, which include and Industrial Park IP-1-1 zone comprising the majority of the project site area, two small areas on the west side of the project site identified with a Residential Base RS-1-14 zone, and one area on the northeast side of the project site identified with a Residential Base RS1-7 zone. The City of San Diego Municipal Code (SDMC) §131.0602 describes an IP-1-1 zone as a zone that allows research and development uses with some limited manufacturing. For the residential base zones, the SDMC describes under §131.0403 residential base zones as zones with the purpose to provide

appropriate regulations for the development of single dwelling units but also intended to provide for flexibility in development regulations that allow reasonable use of the property while minimizing adverse impacts to adjacent properties. Residential Base zones are differentiated based on the minimum lot size and based on the location of the premises. An RS-1-14 zone is a zone that is located either in a Planned Urbanized Community or a Proposition "A" Land and is characterized by a lot of minimum 5,000 square feet. An RS-1-7 zone is a zone that is located in an Urbanized Community and is characterized by a lot of minimum 5,000 square feet.

2.2 Proposed Project

The Project proposes to redevelop the site through the increase of development intensity of the site by 227,980 SF of GFA over the existing entitlement of 1,673,633 SF to the proposed 1,901,613 SF. This will be accomplished with the demolition of three (3) existing scientific research and development buildings which are currently in operation consisting of 315,276 SF of GFA and the construction of five (5) new buildings supporting scientific research and development uses consisting of 621,032 SF of GFA and accessory amenity uses consisting of 5,000 SF of GFA. Discretionary actions associated with the project include an amendment to the Neighborhood Development Permit and Site Development Permit (Permit No/ 1388122, PTS# 336364).

Figure 2-1 includes the project site plan.

The project will be built in two (2) separate phases. Phase 1 of the project consists of the construction of two (2) parking structures that are considered non-trip generating space. Phase 2 of the project consists of the construction of the five (5) new buildings supporting scientific

research and development uses and accessory amenity uses. The anticipated Opening Day of the project is estimated to be during Year 2023.

As shown in the project site plan in **Figure 2-1**, access to the project site will consist of an existing driveway at the cul-de-sac western terminus of Campus Point Court and an existing driveway at the cul-de-sac northern terminus of Campus Point Drive. Both access driveways will provide users with full access to and from the Project.

At full buildout of the Campus Point Master Plan, parking will consist of a total supply of 4,864 vehicle parking spaces, 10 off-street loading spaces, 85 motorcycle spaces, and 305 bicycle spaces. A detailed breakdown of the Project's parking supply and facilities is discussed under Section 10.

The Project will provide features supporting mobility for bicycling, walking, transit, and the Project's land use. These project features are based on the City of San Diego's Climate Action Plan (CAP) Consistency Checklist requirements. As shown in the project's CAP Consistency Checklist included in **Appendix B**, the project will provide the following:

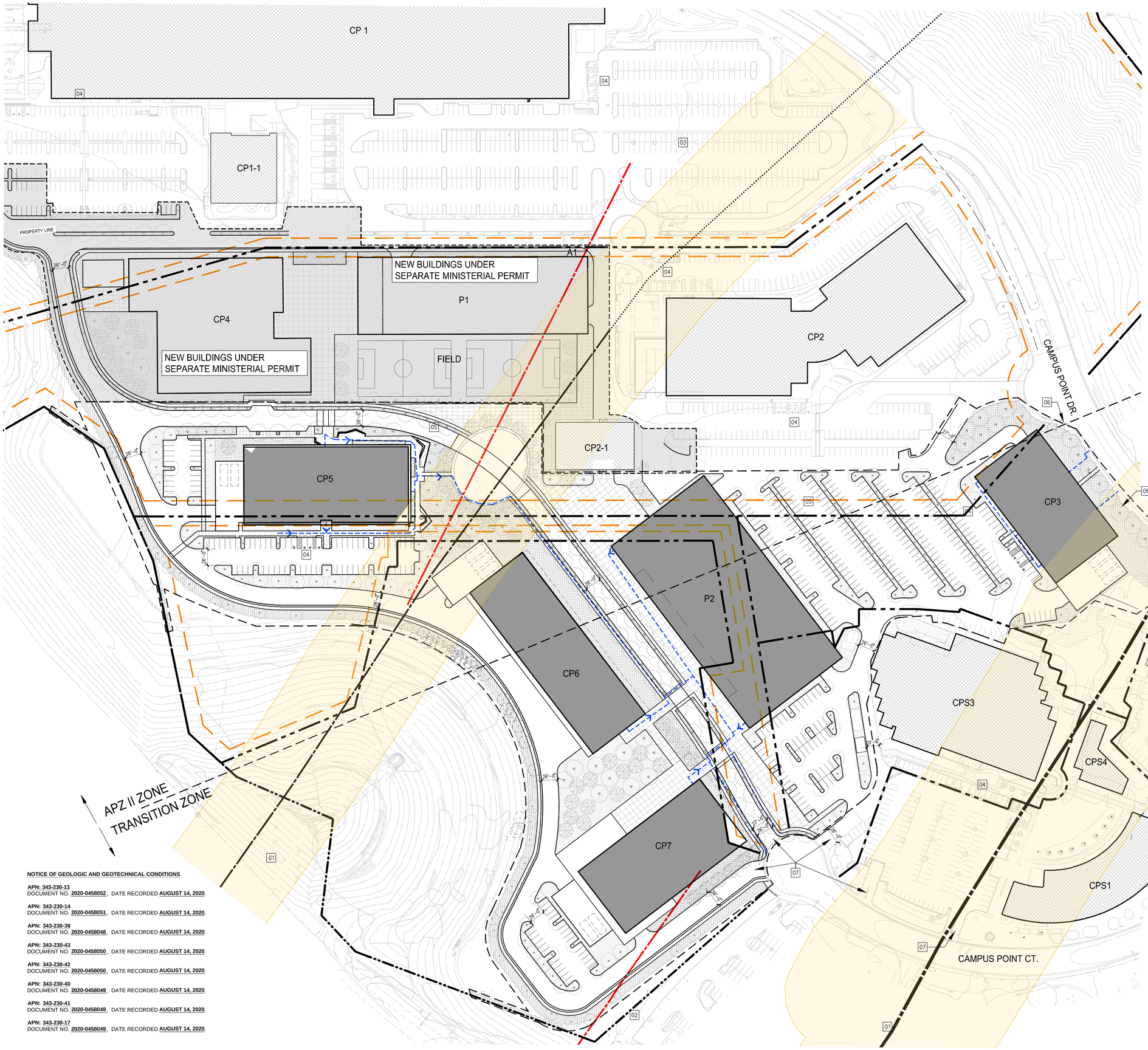
A. More short-term bicycle parking than required.
    - *200 spaces required*
    - 224 spaces provided
B. More long-term bicycle parking than required.
    - *10 spaces required*
    - 81 spaces provided
C. Employee showers and lockers in accordance with the voluntary measures under the California Green Building Standards Code.
D. Designated parking for a combination of low-emitting, fuel efficient, and carpool/vanpool vehicles.

- *At least 10% of total number of parking spaces (486 spaces required)*
- 355 carpool/low emission parking spaces + 292 electric vehicle supply equipment (EVSE) spaces = 647 spaces provided

E. Transportation Demand Management (TDM) Program
   - The Project will implement a TDM Program as discussed in Section 11.

Figure 2-1: Project Site Plan

Provided on the following page. The page is intentionally left blank.



NOTICE OF GEOLOGIC AND GEOTECHNICAL CONDITIONS

APN: 343-230-13
DOCUMENT NO. **2020-0458052**, DATE RECORDED **AUGUST 14, 2020**.

APN: 343-230-14
DOCUMENT NO. **2020-0458051**, DATE RECORDED **AUGUST 14, 2020**.

APN: 343-230-38
DOCUMENT NO. **2020-0458048**, DATE RECORDED **AUGUST 14, 2020**.

APN: 343-230-43
DOCUMENT NO. **2020-0458050**, DATE RECORDED **AUGUST 14, 2020**.

APN: 343-230-42
DOCUMENT NO. **2020-0458050**, DATE RECORDED **AUGUST 14, 2020**.

APN: 343-230-40
DOCUMENT NO. **2020-0458049**, DATE RECORDED **AUGUST 14, 2020**.

APN: 343-230-41
DOCUMENT NO. **2020-0458049**, DATE RECORDED **AUGUST 14, 2020**.

APN: 343-230-17
DOCUMENT NO. **2020-0458049**, DATE RECORDED **AUGUST 14, 2020**.

GENERAL NOTES

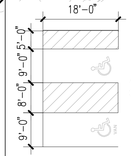
1. SETBACKS SHOWN PER 1P 1-1 ZONING.
2. SEE G0.01 FOR "NOTICE OF GEOLOGICAL AND GEOTECHNIC CONDITIONS"

KEYNOTES

01 MAPPED POTENTIAL ACTIVE FAULT
02 POTENTIALLY ACTIVE FAULT
03 OBSERVED POTENTIALLY ACTIVE FAULT
04 ACCESSIBLE PARKING
05 BUILDINGS NOTED IN TWO PARCELS WILL HAVE A LOT TIE AGREEMENT
06 EXISTING DRIVEWAY TO BE REMOVED AND REPLACED WITH CURB, GUTTER AND SIDEWALK TO CURRENT CITY STANDARD - SEE CIVIL PLANS
07 REPLACE EXISTING DRIVEWAY TO CURRENT CITY STANDARD - SEE CIVIL PLANS

LEGEND

EXISTING BUILDINGS
MINISTERIAL BUILDINGS
PROPOSED BUILDINGS
APPROX. LIMITS OF CITY OF SAN DIEGO FAULT ZONE
ACCESSIBLE ROUTE PER 2016 CBC 11B. PATH OF TRAVEL (POT) AS INDICATED IS A BARRIER FREE ACCESS ROUTE WITHOUT ANY ABRUPT VERTICAL CHANGES EXCEEDING 1/2" BEVELED AT 1:2 MAXIMUM SLOPE, EXCEPT THAT VERTICAL CHANGES DO NOT EXCEED 1/4" VERTICAL AND IS AT LEAST 48" WIDE. SURFACE IS SLIP RESISTANT (MEDIUM BROOM FINISH WITH AMPLITUDE OF 1/32"), STABLE, FIRM, AND SMOOTH. CROSS-SLOPE DOES NOT EXCEED 2% AND SLOPE IN THE DIRECTION OF TRAVEL IS LESS THAN 5% UNLESS OTHERWISE INDICATED. (POT) SHALL BE MAINTAINED FREE OF OVERHANGING OBSTRUCTIONS TO 80" MINIMUM AND PROTRUDING OBJECTS GREATER THAN 4" PROJECTION FROM WALL AND ABOVE 27" AND LESS THAN 80". CONTRACTOR TO VERIFY THAT THERE ARE NO BARRIERS IN THE PATH OF TRAVEL, COMPLIES WITH 2016 CBC 11B.
SETBACK LINE
PROPERTY LINE
35' X12' TRUCK IN LOADING ZONE, MIN 5' FROM ALL EDGES



ACCESSIBLE PARKING SPACE PER CBC 11B-208 & 11B-502
APPROX. LOCATION OF OBSERVED POTENTIALLY ACTIVE FAULT
CITY OF SAN DIEGO MAPPED FAULT LOCATION (DOTTED WHERE BURIED)
APZ II ZONE TRANSITION ZONE

SCALE= 1 : 60

OVERALL SITE PLAN | 01

LPA
ARCHITECTURE ENGINEERING INTERIORS
LANDSCAPE ARCHITECTURE PLANNING
619-795-2555 Office
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Campus Point Master Plan
Neighborhood Development Permit

CAMPUS POINT COURT
SAN DIEGO, CA 92121

Developed for:
ALEXANDRIA REAL ESTATE EQUITIES, INC.

Revision	Date

Submittal	Date
ORIGINAL RESUBMITTAL DATE	11/01/2019
REVISION DATE	11/20/2019
NDP- 2ND CITY SUBMITTAL	05/04/2020
NDP- 3RD CITY SUBMITTAL	06/17/2020
NDP- 4TH CITY SUBMITTAL	08/13/2020
NDP- 5TH CITY SUBMITTAL	09/11/2020
NDP- 6TH CITY SUBMITTAL	11/02/2020
NDP- 7TH CITY SUBMITTAL	01/29/2021
NDP- 8TH CITY SUBMITTAL	03/19/2021

PTS# 651935	
Job Number	19125.20
Date Published	03.10.2021
Checked By	AG, CKA
Scale	1" = 60'

PROPOSED SITE PLAN AND SITE ACCESSIBILITY

A1.20

2.3 Trip Generation

Trip Generation for the proposed Project is presented below. Using the *City of San Diego Trip Generation Manual (May 2003)* trip generation rates, the total Project trip generation has been calculated using driveway rates as shown below and considers the remaining site entitlement. The project site is anticipated to generate approximately 4,968 daily unadjusted driveway trips with 795 (715 In / 79 Out) AM peak hour trips and 695 (26 In / 224 Out) PM peak hour trips. The proposed Project is calculated to generate a net increase of approximately **1,784** average daily trips (ADT) with **285** (257 In / 28 Out) AM peak hour trips and **250** (26 In / 224 Out) PM peak hour trips.

Table 2-1 includes the project trip generation.

Table 2-1: Project Trip Generation

Land Use	Intensity	Rate*	ADT	AM						PM					
				Peak %*	Vol.	In %	Out%	In	Out	Peak %*	Vol.	In %	Out%	In	Out
Existing (To Be Demolished)															
Scientific Research (10260 CPD)	106.664 KSF	8 /KSF	853	16%	137	90% : 10%		123	14	14%	119	10% : 90%		12	108
Scientific Research (4110 CPC)	44.795 KSF	8 /KSF	358	16%	57	90% : 10%		52	6	14%	50	10% : 90%		5	45
Scientific Research (4161 CPC)	163.817 KSF	8 /KSF	1,311	16%	210	90% : 10%		189	21	14%	183	10% : 90%		18	165
Total Existing Uses	315.276 KSF		2,522		404			363	40		352			35	318
Remaining Entitlement															
Scientific Research	82.776 KSF	8 /KSF	662	16%	106	90% : 10%		95	11	14%	93	10% : 90%		9	83
Proposed															
Proposed Scientific Research (Building CP3)	103.559 KSF	8 /KSF	828	16%	133	90% : 10%		119	13	14%	116	10% : 90%		12	104
Proposed Scientific Research (Building CP5)	99.561 KSF	8 /KSF	796	16%	127	90% : 10%		115	13	14%	112	10% : 90%		11	100
Proposed Scientific Research (Building CP6)	136.500 KSF	8 /KSF	1,092	16%	175	90% : 10%		157	17	14%	153	10% : 90%		15	138
Proposed Scientific Research (Building CP7)	211.792 KSF	8 /KSF	1,694	16%	271	90% : 10%		244	27	14%	237	10% : 90%		24	213
Proposed Scientific Research (Building P2)	69.620 KSF	8 /KSF	557	16%	89	90% : 10%		80	9	14%	78	10% : 90%		8	70
Amenity Space** (Building P2)	5.000 KSF														
Total Proposed	626.032 KSF		4,968		795			715	79		695			70	625
Remaining Entitlement + Buildings To Be Demolished			3,184		510			458	51		445			44	401
Net Increase Trips			1,784		285			257	28		250			26	224

Source:

* Rates taken from the City of San Diego Trip Generation Manual, May 2003

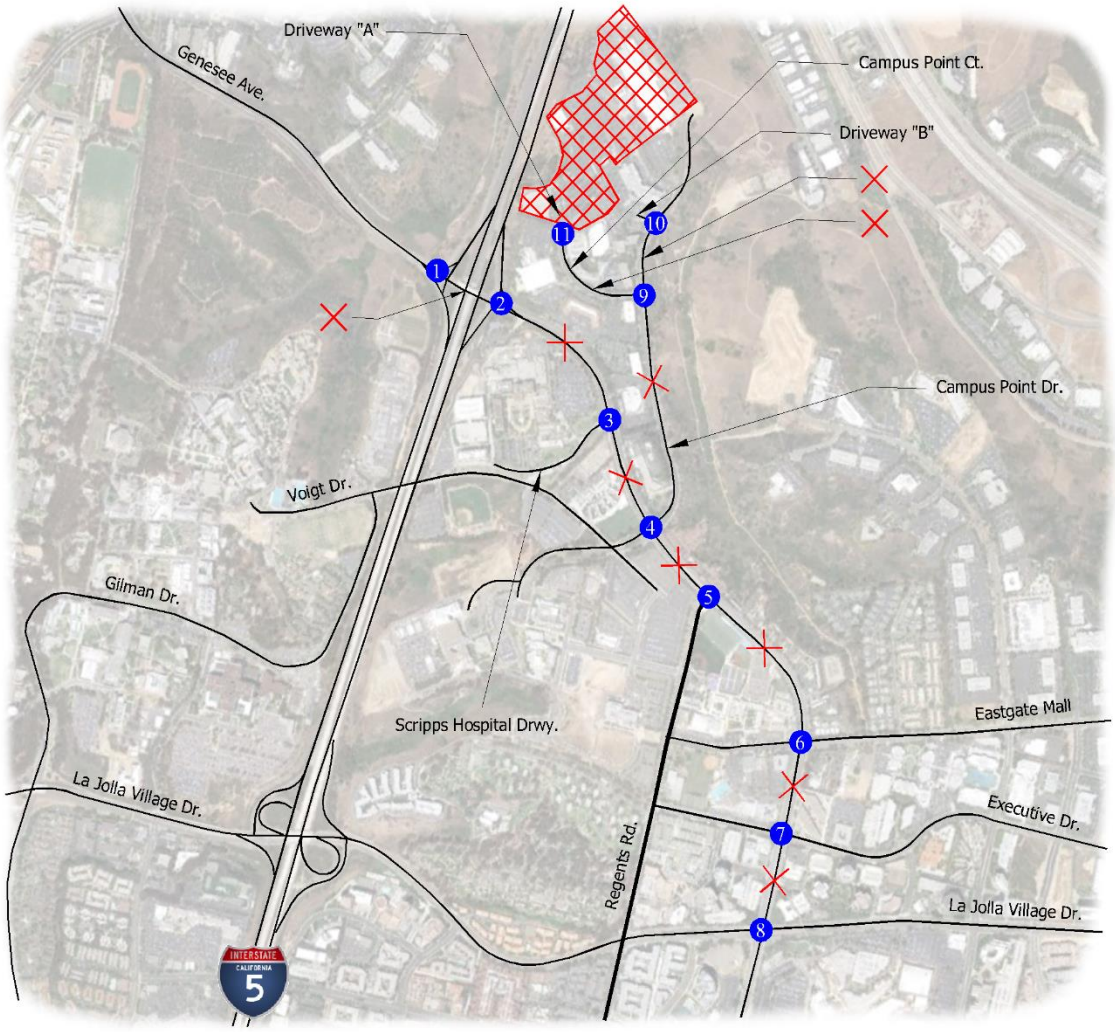
** Amenity space primarily intended to serve patrons onsite and on adjacent properties. Therefore, it would capture internal trips and not be expected to generate external ADT.

Note:

ADT= Average Daily Trips

KSF = 1,000 Square Feet

Figure 4-1: Project Study Area and Intersection Key



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Figure 4-2: Project Only Trip Distribution Percentages

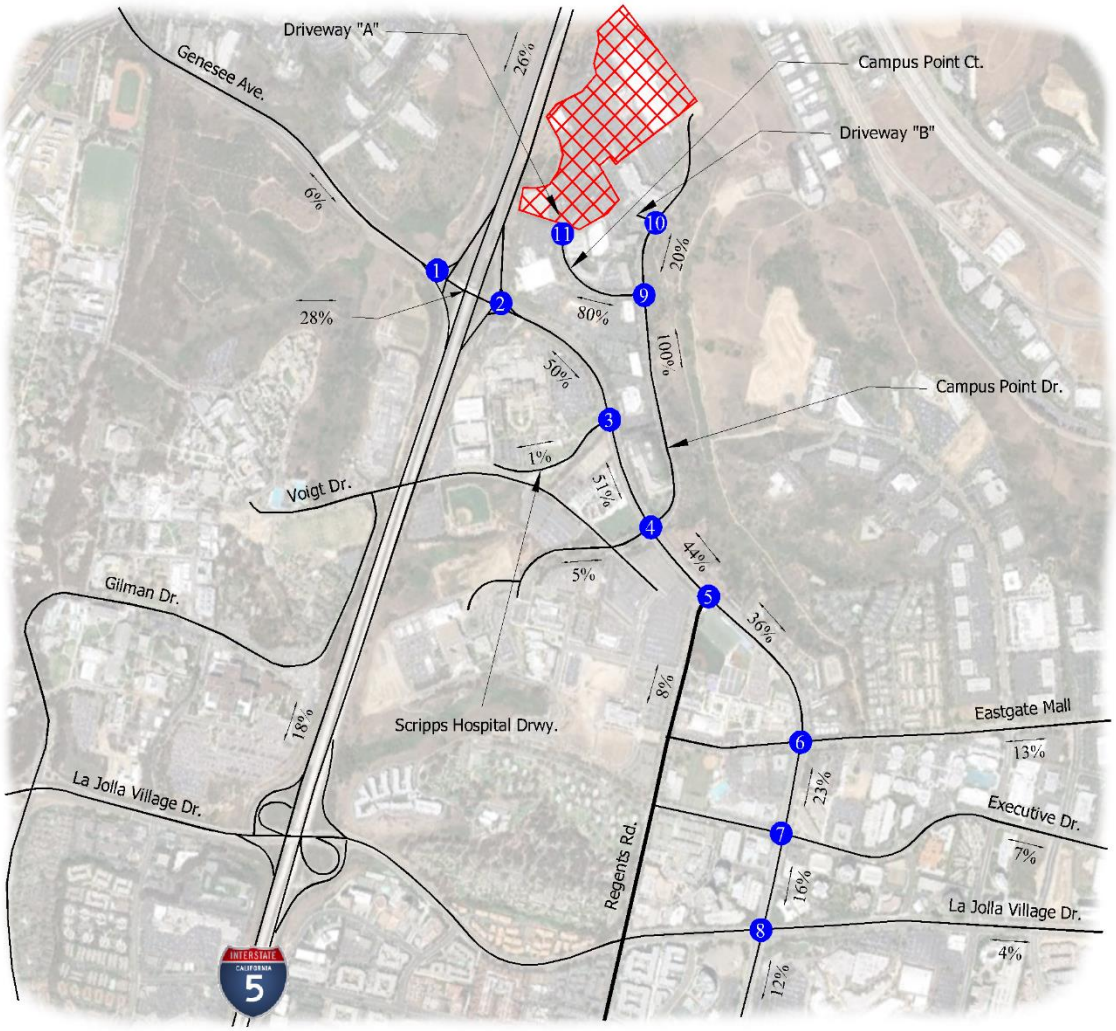
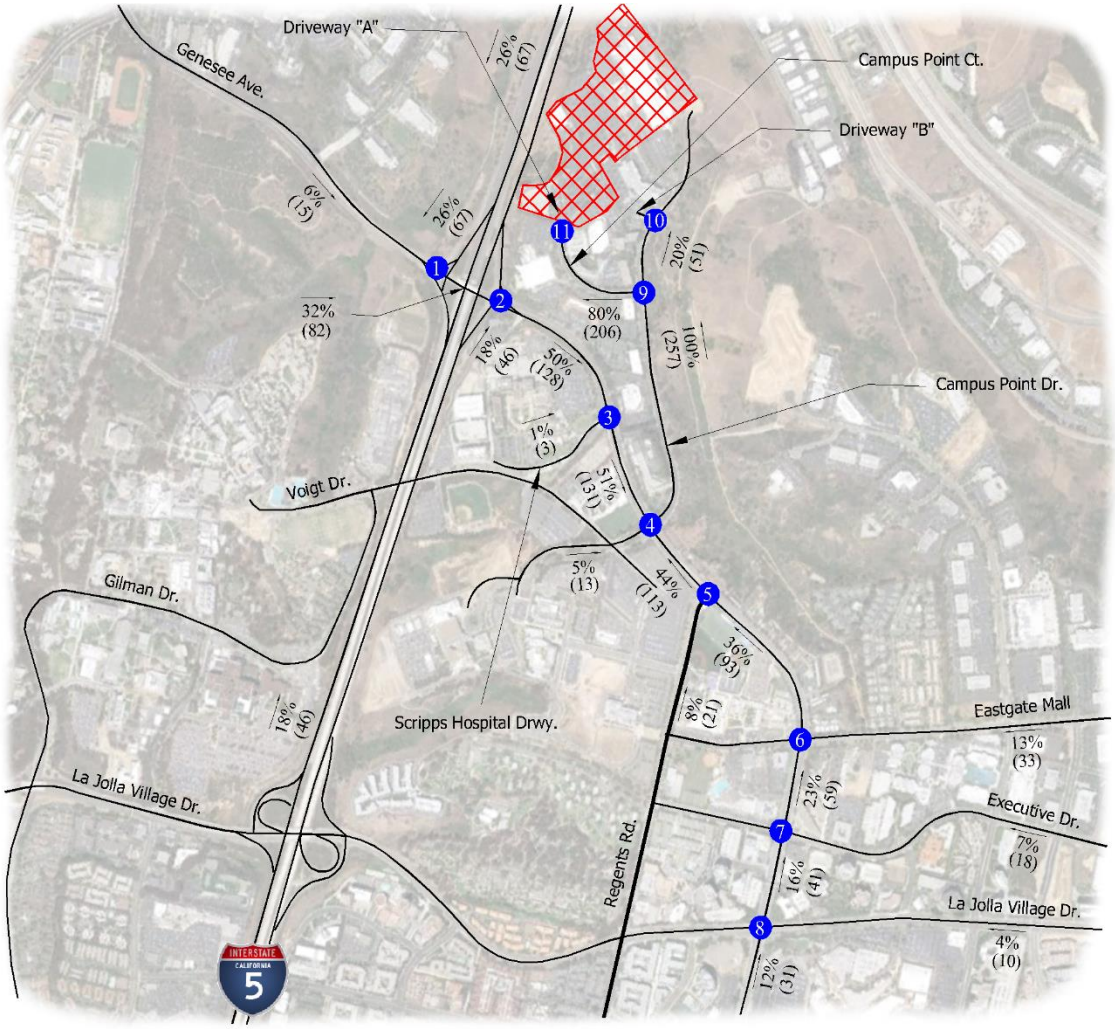


Figure 4-3: Project Only Inbound Trip Assignment Percentages



Legend

= Project Location

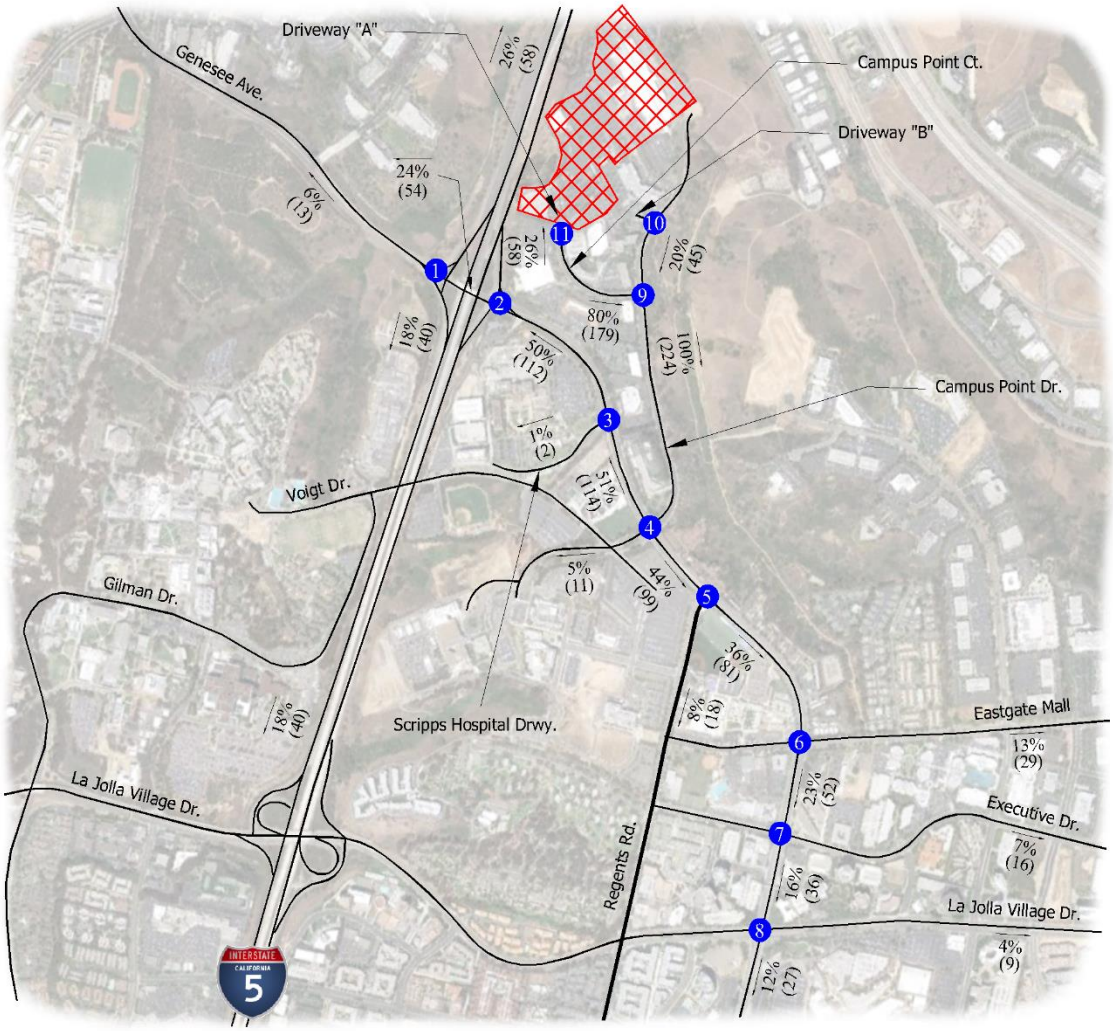
= Studied Intersection Location

XX% = Inbound Trip Assignment Percentage

(XX) = Inbound Trip Assignment Peak Hour Volume

N
NO SCALE

Figure 4-4: Project Only Outbound Trip Assignment Percentages



Legend

= Project Location

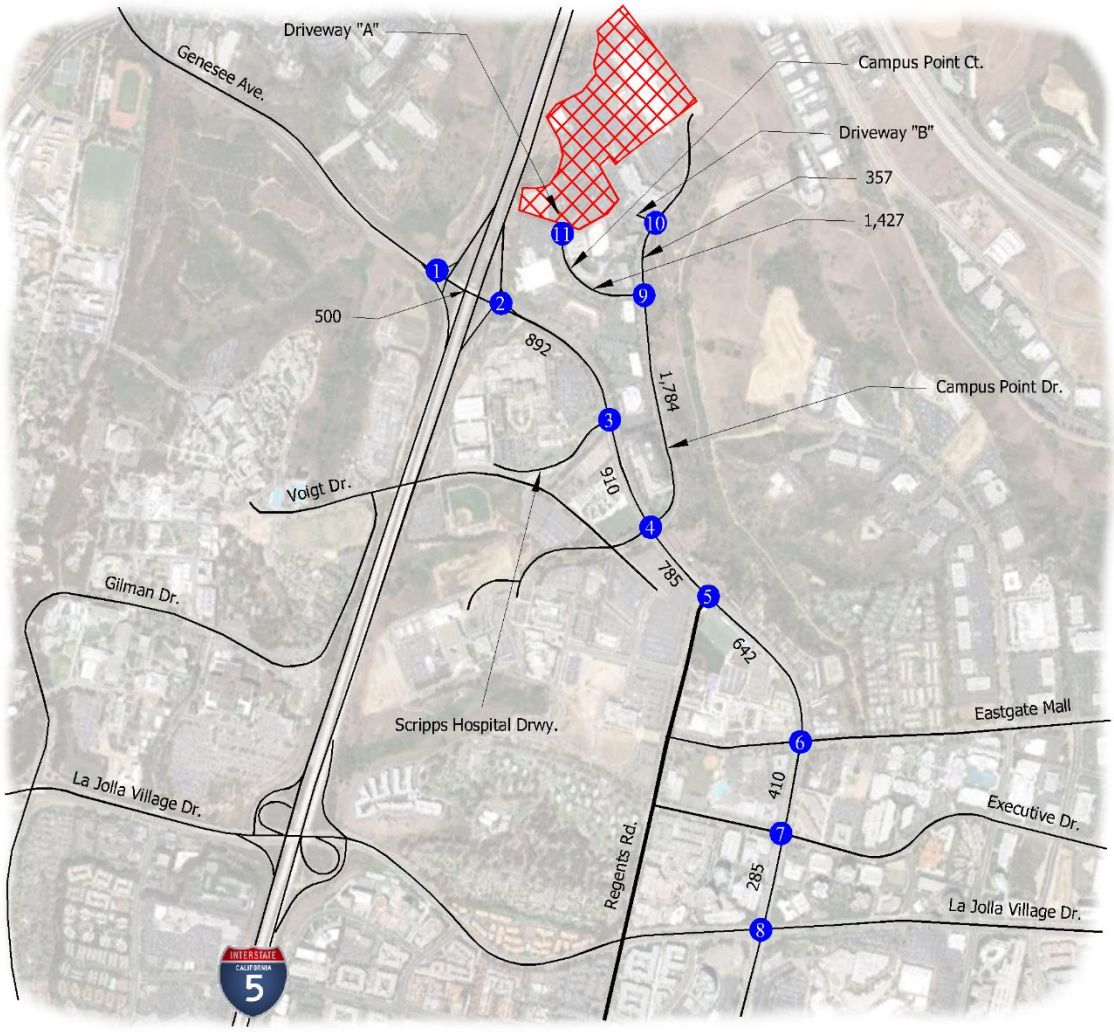
(#) = Studied Intersection Location

XX% = Outbound Trip Assignment Percentage

(XX) = Outbound Trip Assignment Peak Hour Volume

N
NO SCALE

Figure 4-5: Project Only Average Daily Traffic



Legend

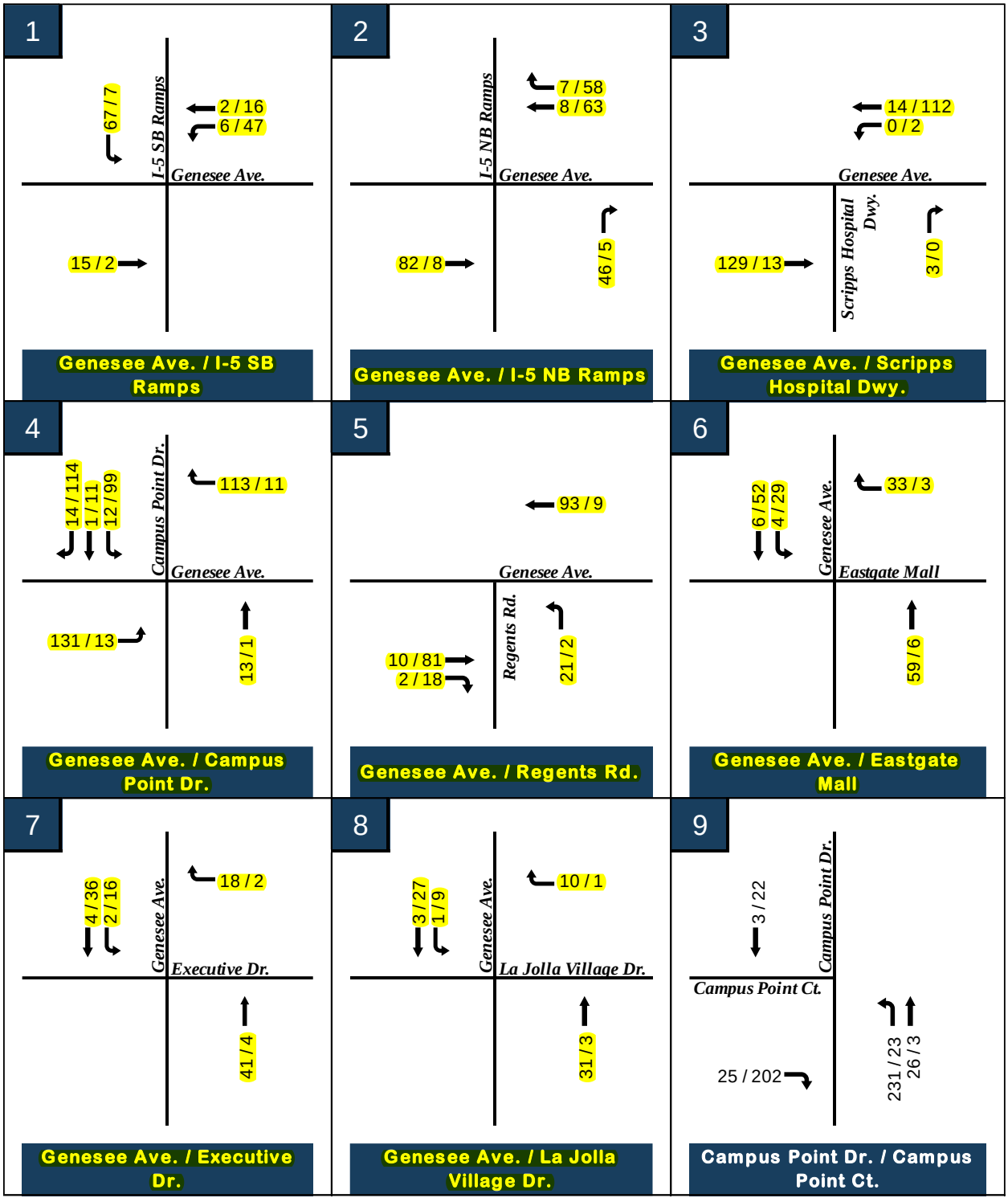
= Project Location

= Studied Intersection Location

XX,XXX = ADT Number

N
NO SCALE

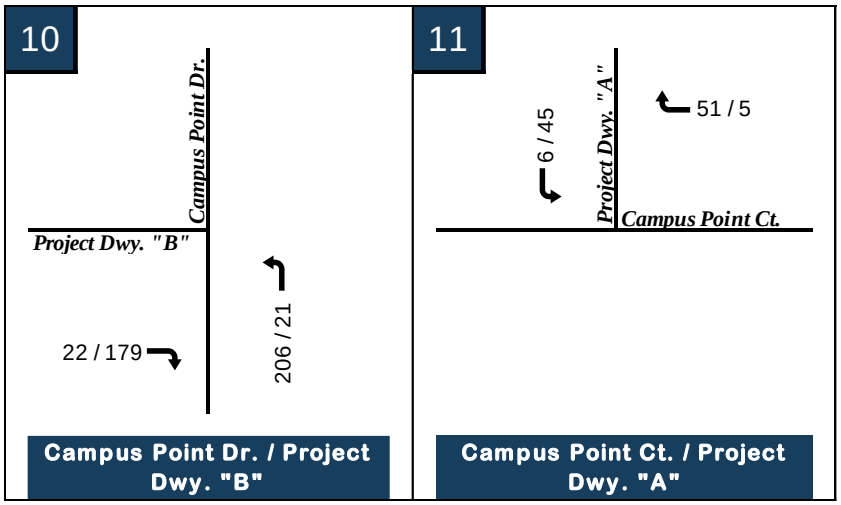
Figure 4-6: Project Only AM / PM Peak Hour Volumes



XX / XX = AM / PM Peak hour volumes

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PLANNING & TRAFFIC ENGINEERING

Figure 4-6: Project Only AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

TRAFFIC IMPACT ANALYSIS

For

CAMPUS POINTE MASTER PLAN

Prepared for

THE CITY OF SAN DIEGO

and

ALEXANDRIA REAL ESTATE EQUITIES, INC.

Final: March 31, 2016



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TRAFFIC PLANNING & ENGINEERING, MARKETING & PROJECT SUPPORT
CONSULTANTS TO INDUSTRY AND GOVERNMENT
8451 Miralani Drive, Suite A
San Diego, CA 92126
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3.0 PROPOSED PROJECT

The proposed project is located on a private driveway off the northern end of Campus Point Drive (10300 Campus Point Drive) (See **Figure 2-1**). The proposed project plans to increase the density of the 40.28 acre Campus Pointe site currently containing an existing two-story 463,791 square foot (SF) multi-tenant building (referred to as "CP1") as well as a 267,934 SF scientific research building which is currently undergoing tenant improvements (referred to as "CP2").. The existing buildings have utility structures associated with them, 9,044 SF and 7,310 SF respectively, which will be retained in the future. The proposed project would add a third building totaling approximately 318,383 SF of scientific research ("CP3"). The project also proposes a 10,000 SF building (referred to as "CP4) east of CP3 which would house various amenity spaces (8,000 SF) and a small manufacturing space (1,000 SF micro-brewery). At full build-out, the total floor area would be a total of 1,060,018 SF of scientific research (including the two existing buildings). The proposed project is expected to generate up to 2,555 average daily trips (ADT) with 410 (369 in/41 out) trips in the AM peak hour and 359 trips (36 in/323 out) in the PM peak hour.

3.1 TRIP GENERATION

A trip generation table for the project was developed as shown in **Table 3-1**. As shown, the proposed project would generate approximately 2,524 ADT with 404 AM (364 in/ 40 out) peak hour trips and 354 PM (35 in/ 318 out) peak hour trips at full project buildout

3.2 TRIP DISTRIBUTION AND ASSIGNMENT

Figure 3-2 shows the project only trip distribution percentages, which were derived from a select zone analysis using SANDAG's Series 11 Traffic Model (TAZ 4606). This model reflects estimated build-out conditions for the adopted North University City Community Plan. This traffic model was adjusted to include land uses for the proposed project. Please refer to **Appendix A** for SANDAG Series 11 traffic model information.

Figure 3-1 shows the traffic model distributed project traffic. **Figure 3-2** shows the project only average daily traffic volumes, which are based on the daily new traffic generation from **Table 3-1** and distribution of project only traffic from **Figure 3-1**. **Figure 3-3** shows the AM/PM peak hour project only traffic.

TABLE 3-1

Alexandria Campus Pointe Project Trip Generation

Use	Amount	Rate[1]	ADT	AM Peak Hour						PM Peak Hour					
				%	#	In	: Out	In	Out	%	#	In	: Out	In	Out
Existing (to remain)															
Scientific Research (CP1)	463,791 SF	8 /KSF	3,710	16%	594	9	: 1	535	59	14%	519	1	: 9	52	467
Scientific Research (CP2)	267,934 SF	8 /KSF	2,143	16%	343	9	: 1	309	34	14%	300	1	: 9	30	270
Proposed															
Scientific Research (CP3)	318,383 SF	8 /KSF	2,547	16%	408	9	: 1	367	41	14%	357	1	: 9	36	321
Manufacturing (CP4)	2,000 SF	4 /KSF	8	20%	2	9	: 1	2	0	20%	2	2	: 8	0	2
Amenity Space (CP4)[2]	8,000 SF	Non-Traffic Generating													
Total Proposed Net Increase			2,555		410			369	41		359			36	323

Notes:

[1] = Source: City of San Diego Trip Generation Manual, May 2003

ADT=Average Daily Trips

SF = Square Feet

KSF= 1,000 Square Feet

[2]= Amenity space primarily intended to serve patrons onsite and on adjacent properties. Therefore, it would internalize trips and not be expected to generate external ADT

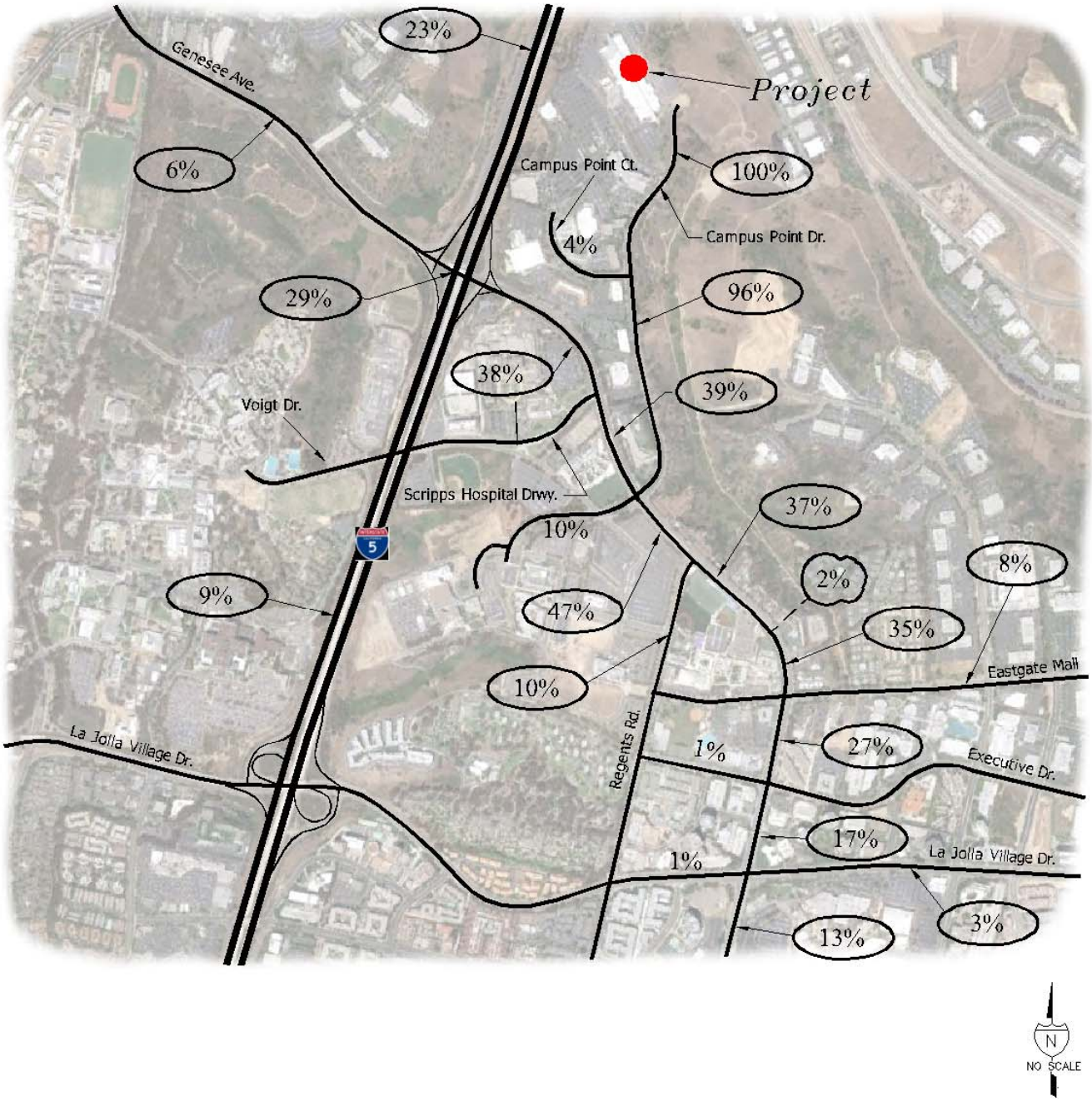


FIGURE 3-1

Project Only Traffic Distribution

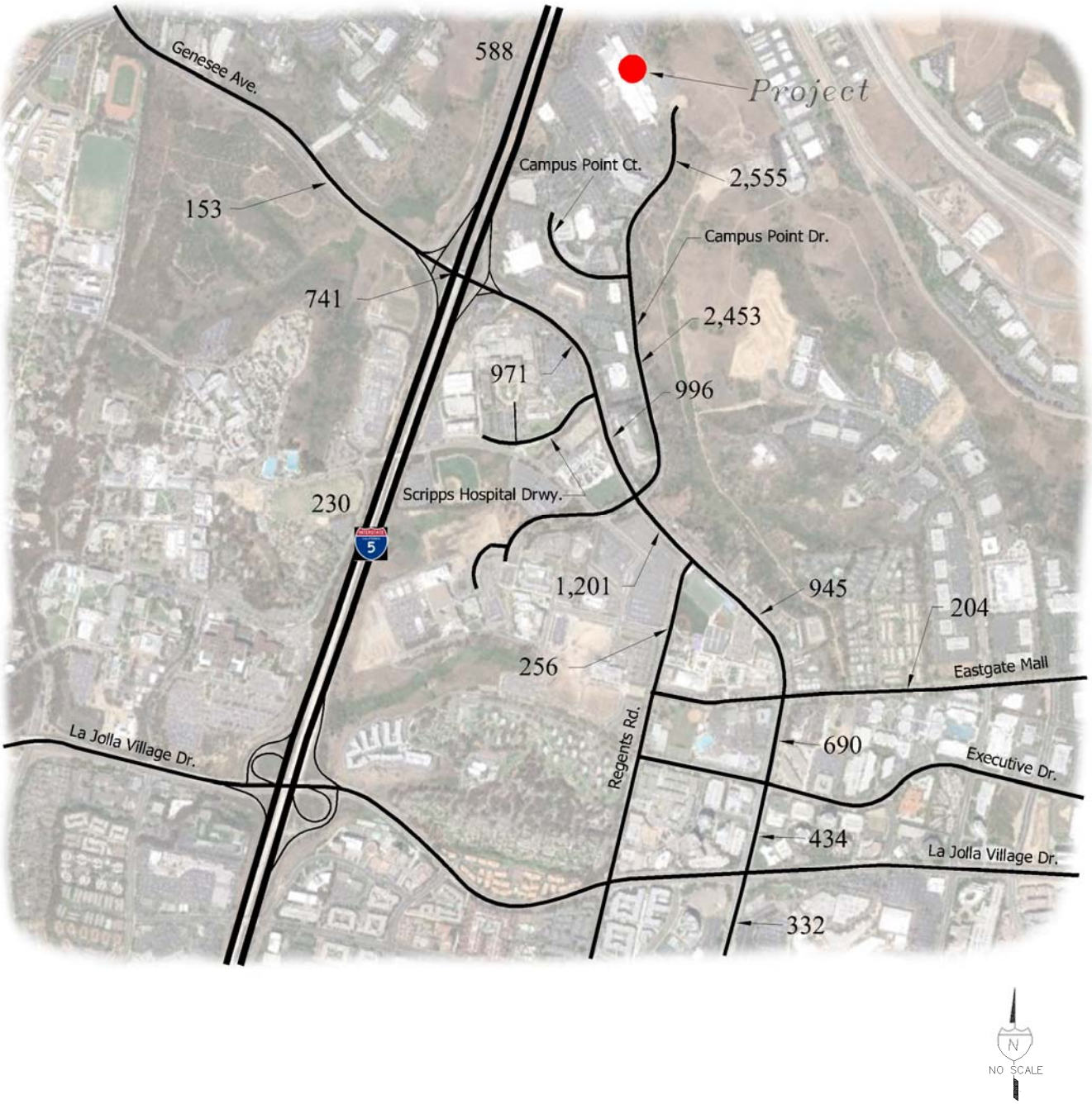


FIGURE 3-2

Project Only Average Daily Traffic

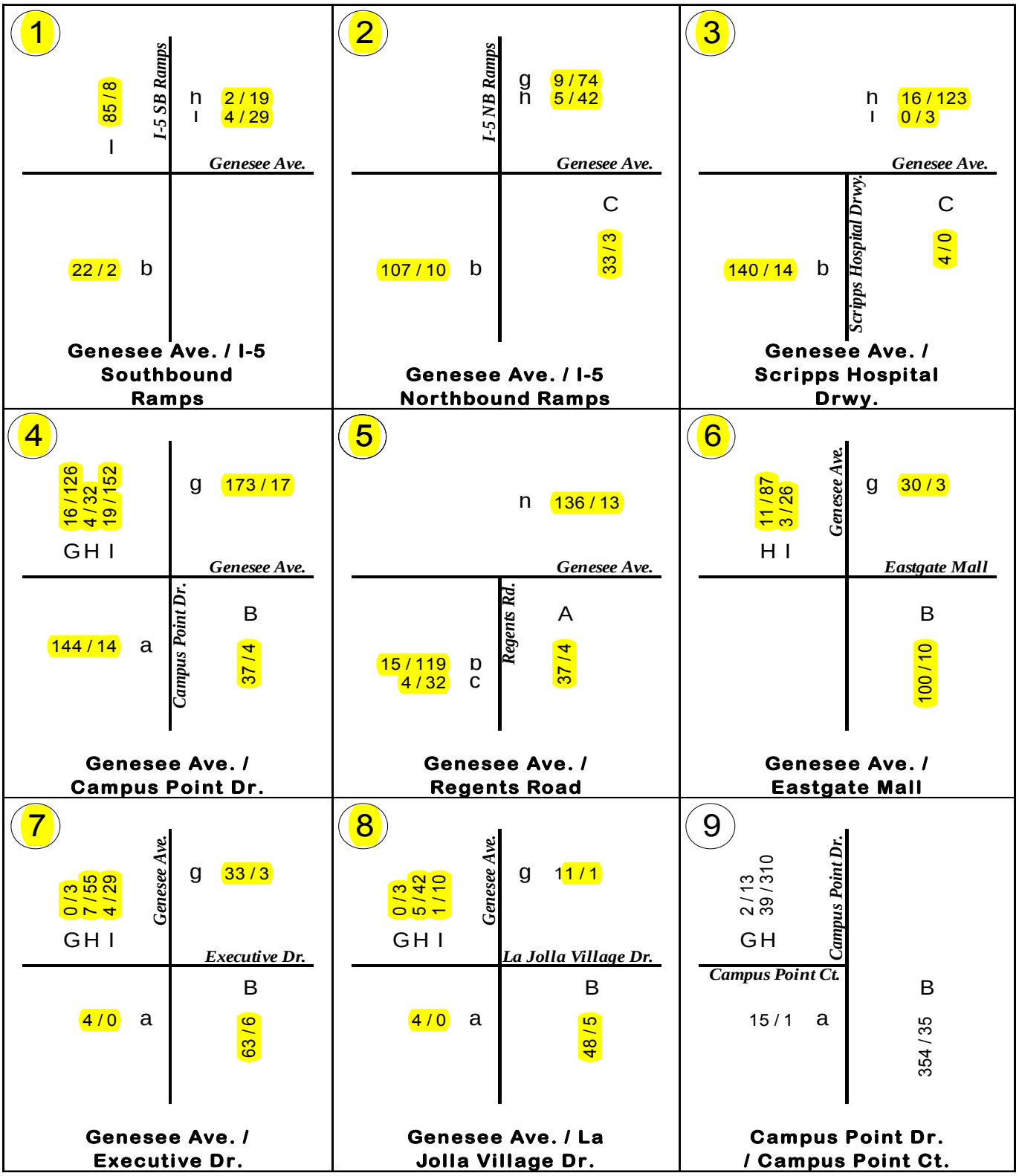


FIGURE 3-3

Project Only AM / PM Peak Hour Traffic



Towne Centre View

Local Mobility Analysis

Prepared For: The City of San Diego and Project Management Advisors, Inc.

Project Number: 001320
PTS# 624751
March 24, 2022



URBAN SYSTEMS ASSOCIATES, INC.
PLANNING & TRAFFIC ENGINEERING

8451 Miralani Drive, Suite A
San Diego, CA 92126

www.UrbanSystems.net

2.3 Trip Generation

Trip Generation for the Project is presented below. Using the *City of San Diego Trip Generation Manual (May 2003)* trip generation rates, the total Project trip generation has been calculated using driveway rates as shown below and considers the remaining site entitlement. Existing uses onsite have been calculated to generate 1,539 daily unadjusted driveway trips with 246 (221 In / 25 Out) AM peak hour trips and 215 (22 In / 193 Out) PM peak hour trips. The Project is anticipated to generate approximately 8,000 daily unadjusted driveway trips with 1,280 (1,152 In / 128 Out) AM peak hour trips and 1,120 (112 In / 1,008 Out) PM peak hour trips. The Project is calculated to generate a net increase of approximately **6,461** average daily trips (ADT) with **1,034** (931 In / 103 Out) AM peak hour trips and **905** (90 In / 815 Out) PM peak hour trips.

Table 2-1 includes the project trip generation.

Table 2-1: Project Trip Generation

Land Use	Intensity	Rate*	ADT	AM						PM					
				Peak%*	Vol.	In %	Out%	In	Out	Peak%*	Vol.	In %	Out%	In	Out
Existing Project Uses															
Scientific Research and Development	192.365 /KSF	8 /KSF	1,539	16%	246	90% : 10%		221	25	14%	215	10% : 90%		22	193
Covered Courtyard	7.370 /KSF	Non-Trip Generating Space													
Proposed Project Uses															
Scientific Research and Development	1000 /KSF	8 /KSF	8,000	16%	1,280	90% : 10%		1,152	128	14%	1,120	10% : 90%		112	1,008
Net Increase In Trip Generation			6,461		1,034			931	103		905			90	815

Source:

*Rates taken from the City of San Diego Trip Generation Manual, May 2003

Note:

ADT= Average Daily Trips

KSF = 1,000 Square Feet

4.0 PROJECT STUDY AREA, TRIP DISTRIBUTION, & TRIP ASSIGNMENT

4.1 Project Study Area

Figure 4-1 shows the study area which includes 10 intersections and 8 roadway segments.

4.1.1 Intersections

As shown in the Project trip generation in **Table 2-1**, the Project is calculated to generate a net increase of approximately **6,461** average daily trips (ADT) with **1,034** (931 In / 103 Out) AM peak hour trips and **905** (90 In / 815 Out) PM peak hour trips.

Consistent with the City's TSM projects that greater than 2,400 daily final driveway trips the typical study intersections are as follows:

- All signalized and unsignalized intersections and signalized project driveways where the project will add 50 or more peak hour final primary (cumulative) trips to any turning movement at the intersection.

A list of the Project study intersections is included in **Table 4-1** below.

4.1.2 Roadway segments

The Project is consistent with the current University Community Plan. However, a Community Plan Amendment is required to add the proposed intensity of the Project to Table 2, Land Use and Development Intensity, of the University Community Plan, for Subarea 11. Existing development and existing entitlements for the project site collectively allow for the development of 382,365 SF of building area within the Project site (190,000 SF entitled on the

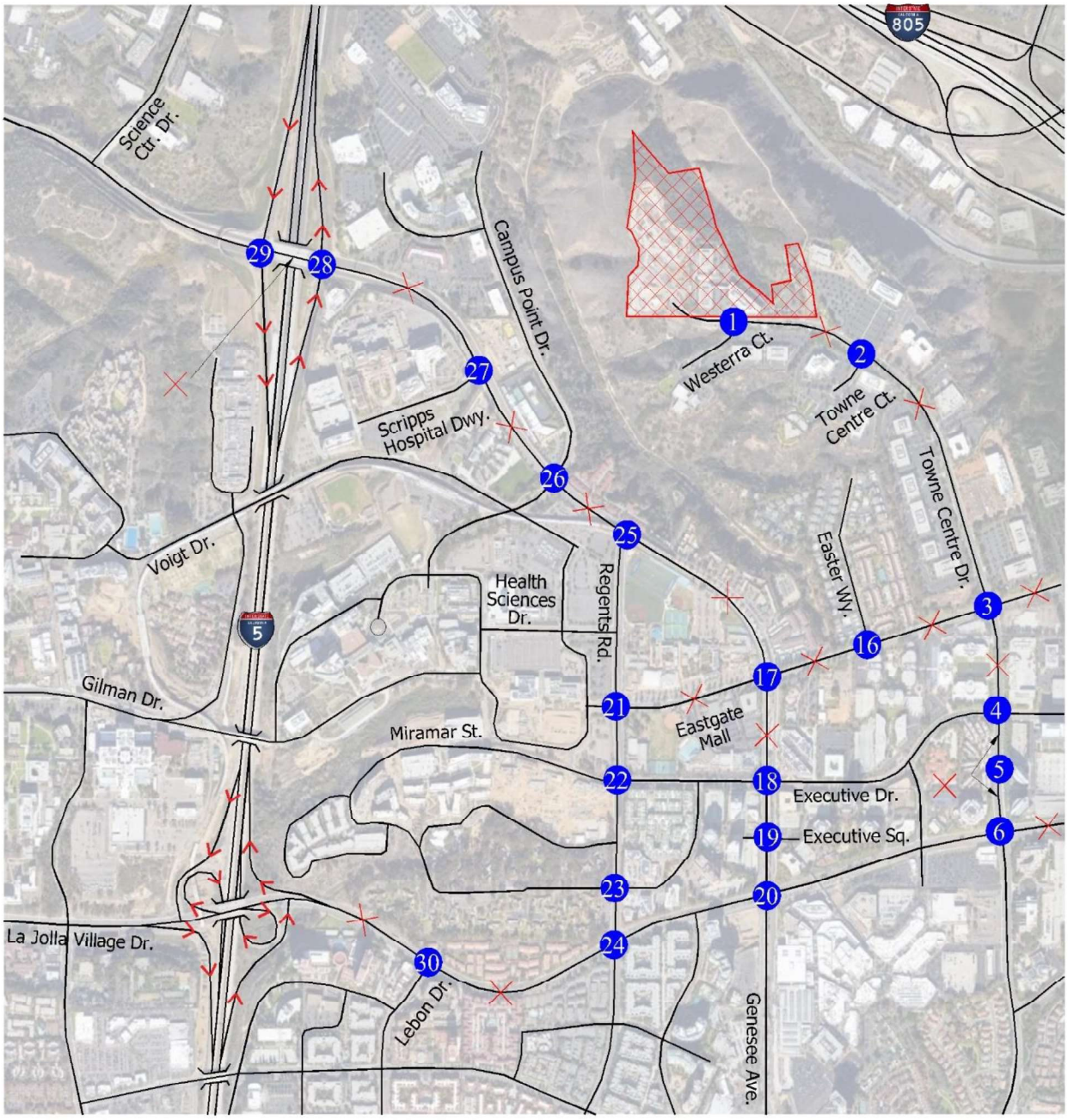
Cushman property and 192,365 SF entitled/developed on the Project Applicant's property). Therefore, the proposed CPA to allow up to 1,000,000 SF of Scientific Research uses within the modified boundaries of Subarea 11 would increase the allowed development intensity by 617,635 SF.

Therefore, consistent with the City's TSM, the study area should include roadway segments where a project adds 500 or more daily final primary trips (cumulative trips) if inconsistent with the Community Plan, AND:

- Have improvements identified in the community plan; OR
- Not built to the community plan ultimate classification (including planned new circulation element roadways).

A list of the Project study roadway segments is included in **Table 4-2** below.

Figure 4-1: Project Study Area and Intersection Key



Legend

= Project Location

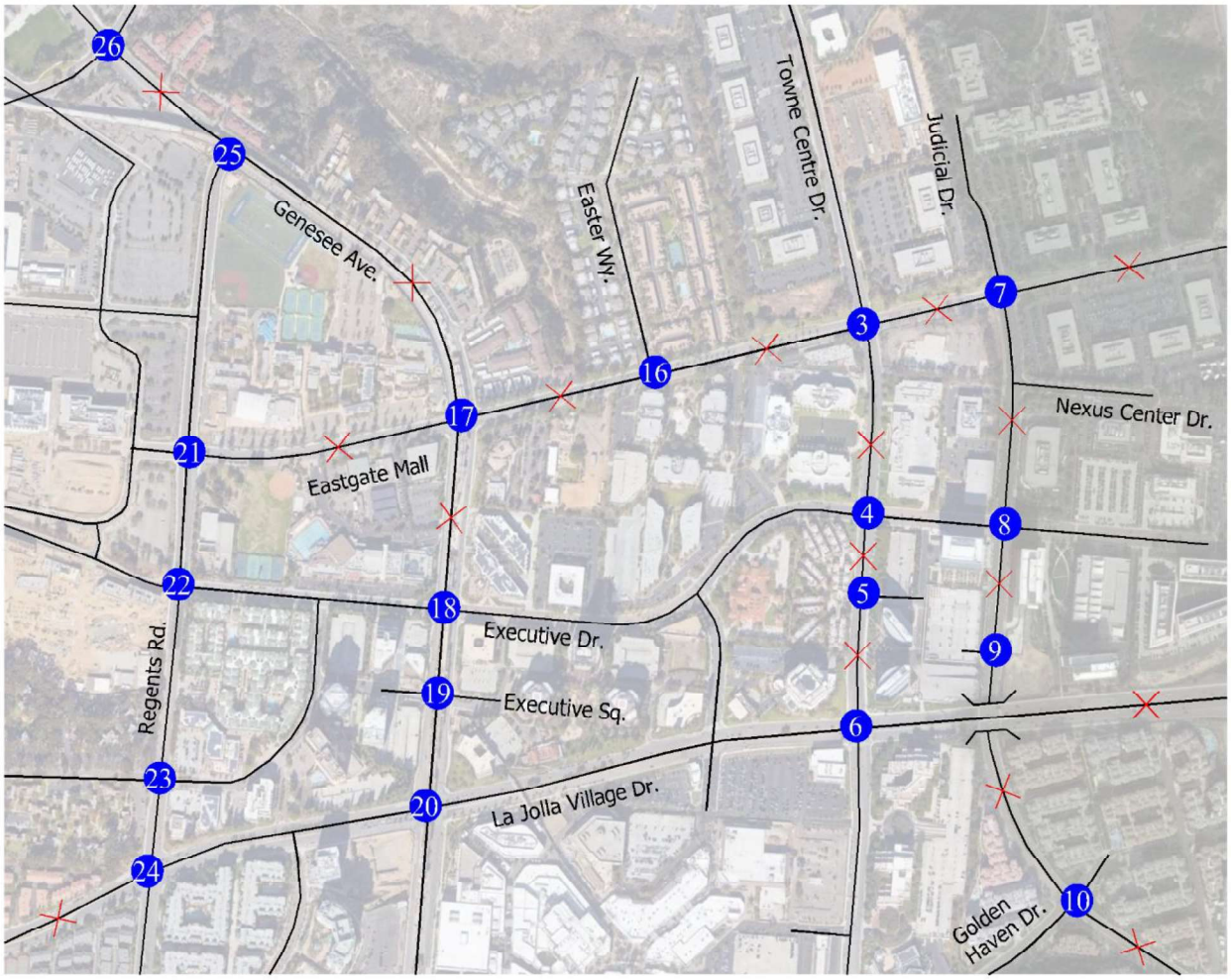
= Study Street Segment

= Study Intersection

N
NO SCALE

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Figure 4-1: Project Study Area and Intersection Key cont'd



Legend

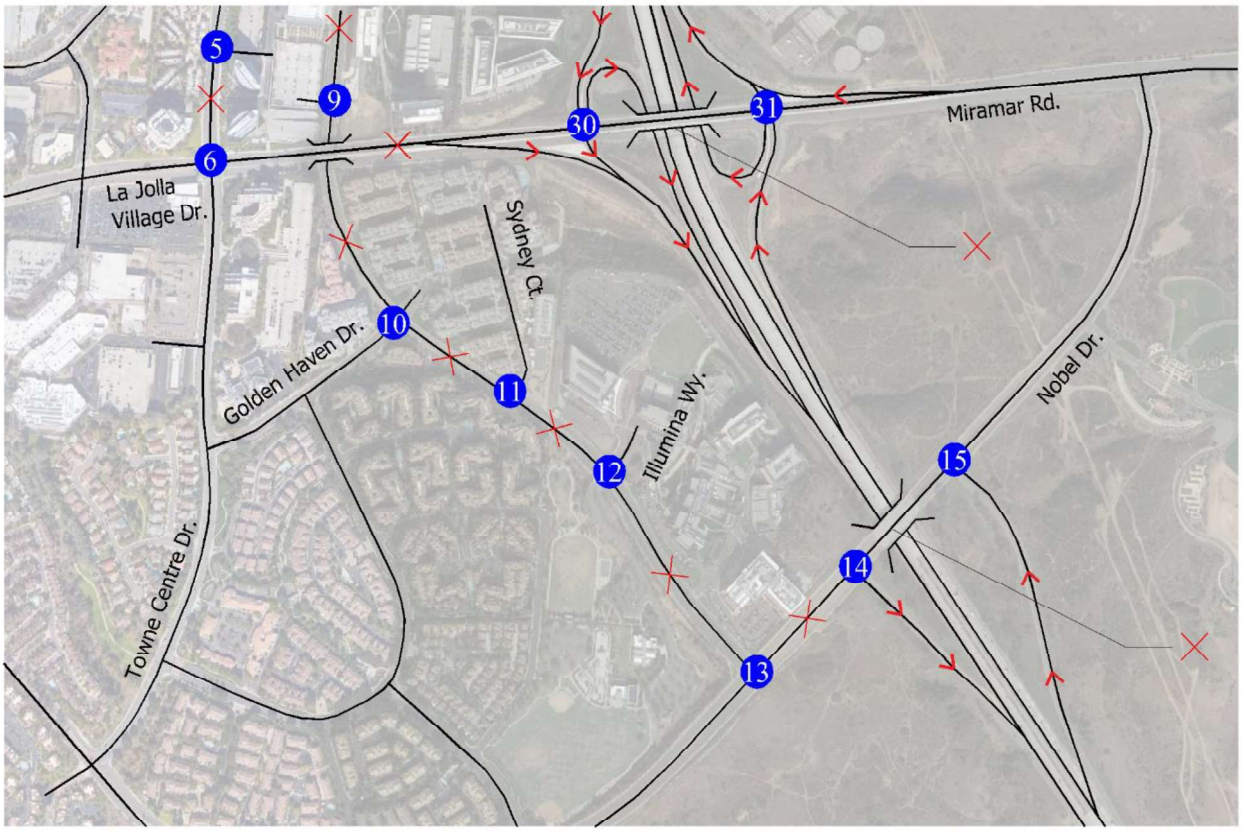
× = Study Street Segment

= Study Intersection

N
NO SCALE

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Figure 4-1: Project Study Area and Intersection Key cont'd



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Figure 4-1: Project Study Area and Intersection Key cont'd

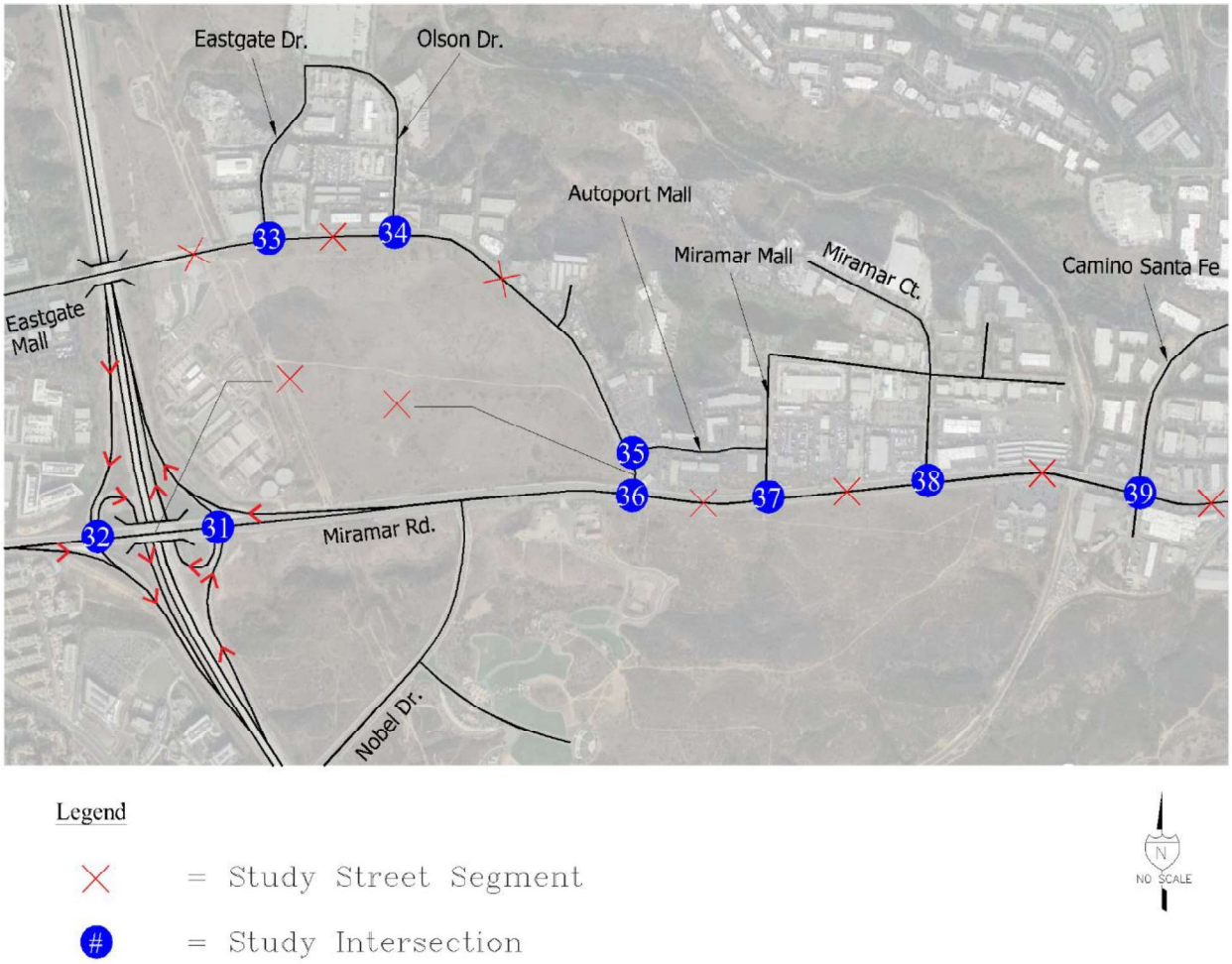
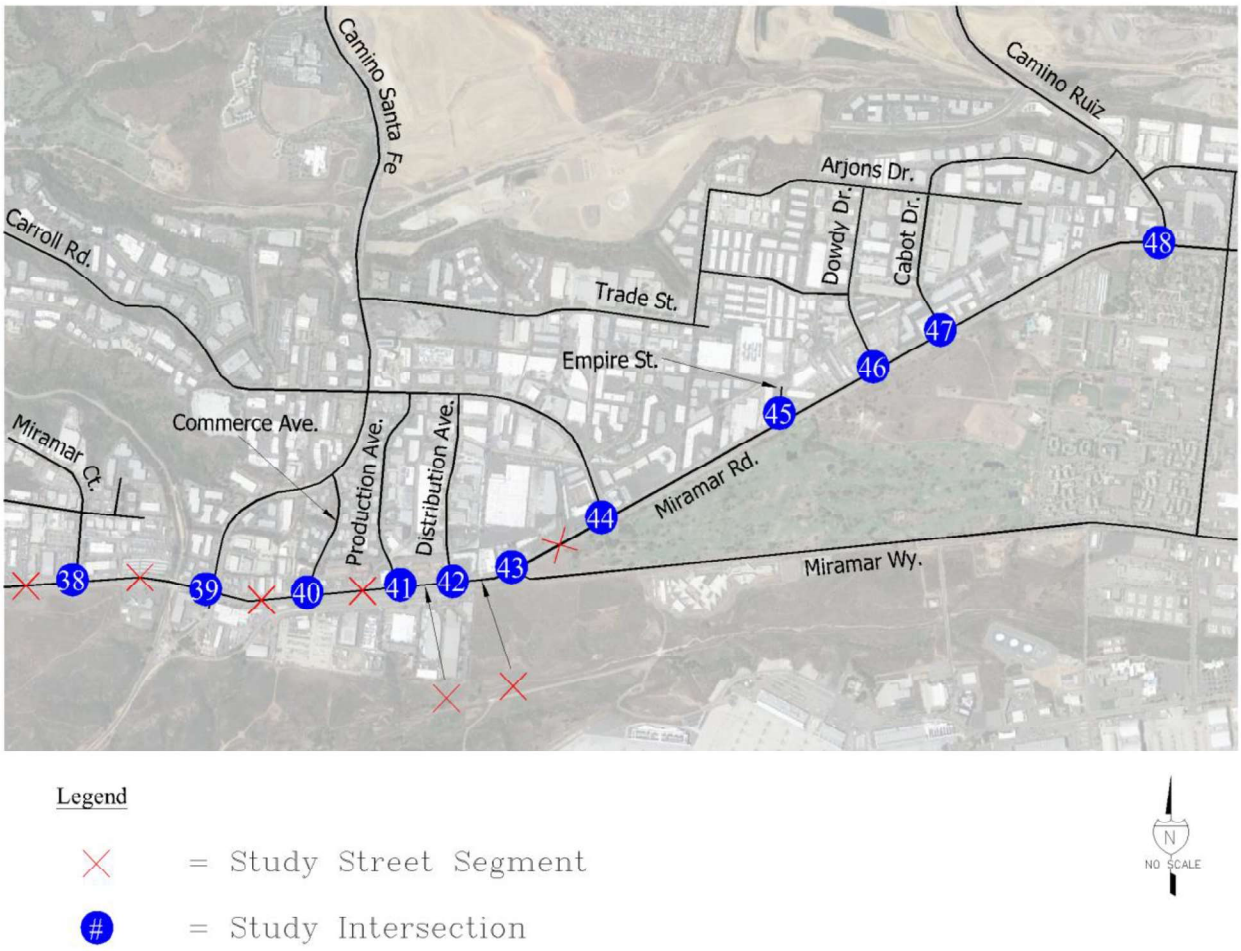


Figure 4-1: Project Study Area and Intersection Key cont'd



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Table 4-1: Study Intersections

Number	Intersection
1	Towne Centre Drive / Westerra Court
2	Towne Centre Drive / Towne Centre Court
3	Towne Centre Drive / Eastgate Mall
4	Towne Centre Drive / Executive Drive
5	Towne Centre Drive / Towne Centre Driveway
6	Towne Centre Drive / La Jolla Village Drive
7	Judicial Drive / Eastgate Mall
8	Judicial Drive / Executive Drive
9	Judicial Drive / Judicial Driveway
10	Judicial Drive / Golden Haven Drive / Brook Lane
11	Judicial Drive / Sydney Court
12	Judicial Drive / Illumina Way
13	Judicial Drive / Nobel Drive
14	Nobel Drive / I-805 SB On-Ramp
15	Nobel Drive / I-805 NB Off-Ramp
16	Eastgate Mall / Easter Way
17	Eastgate Mall / Genesee Avenue
18	Genesee Avenue / Executive Drive
19	Genesee Avenue / Executive Square
20	La Jolla Village Drive / Genesee Avenue
21	Regents Road / Eastgate Mall
22	Regents Road / Executive Drive
23	Regents Road / Regents Park Row
24	Regents Road / La Jolla Village Drive
25	Regents Road / Genesee Avenue
26	Genesee Avenue / Campus Point Drive
27	Genesee Avenue / Scripps Hospital Driveway
28	Genesee Avenue / I-5 NB Ramps
29	Genesee Avenue / I-5 SB Ramps
30	La Jolla Village Drive / Lebon Drive
31	Miramar Road / I-805 NB Ramps
32	La Jolla Village Drive / Miramar Road / I-805 SB Ramps
33	Eastgate Mall / Eastgate Drive
34	Eastgate Mall / Olson Drive
35	Eastgate Mall / Autoport Mall
36	Miramar Road / Eastgate Mall
37	Miramar Road / Miramar Mall
38	Miramar Road / Miramar Place
39	Miramar Road / Camino Santa Fe / Frost Mar Place
40	Miramar Road / Commerce Avenue
41	Miramar Road / Production Avenue
42	Miramar Road / Distribution Avenue
43	Miramar Road / Miramar Way
44	Miramar Road / Carroll Road
45	Miramar Road / Alesmith Court
46	Miramar Road / Dowdy Drive
47	Miramar Road / Cabot Drive
48	Miramar Road / Camino Ruiz

Table 4-2: Study Roadway Segments

Road	Segment
Towne Centre Drive	Westerra Court - Towne Centre Court
Towne Centre Drive	Towne Centre Court - Eastgate Mall
Towne Centre Drive	Eastgate Mall - Executive Drive
Towne Centre Drive	Executive Drive - Towne Centre Driveway
Towne Centre Drive	Towne Centre Driveway - La Jolla Village Drive
Judicial Drive	Eastgate Mall - Executive Drive
Judicial Drive	Executive Drive - Judicial Driveway
Judicial Drive	Judicial Driveway - Golden Haven Drive / Brook Lane
Judicial Drive	Golden Haven Drive / Brook Lane - Sydney Court
Judicial Drive	Sydney Court - Illumina Way
Judicial Drive	Illumina Way - Nobel Drive
Nobel Drive	Judicial Drive - I-805 SB On-Ramp
Nobel Drive	I-805 SB On-Ramp - I-805 NB Off-Ramp
Eastgate Mall	Regents Road - Genesee Avenue
Eastgate Mall	Genesee Avenue - Easter Way
Eastgate Mall	Easter Way - Towne Center Drive
Eastgate Mall	Towne Centre Drive - Judicial Drive
Eastgate Mall	Judicial Drive - Eastgate Drive
Eastgate Mall	Eastgate Drive - Olson Drive
Eastgate Mall	Olson Drive - Autoport Mall
Eastgate Mall	Autoport Mall - Miramar Road
Miramar Road	I-805 NB Ramps - I-805 SB Ramps
Miramar Road	Eastgate Mall - Miramar Mall
Miramar Road	Miramar Mall - Miramar Place
Miramar Road	Miramar Place - Camino Santa Fe / Frost Mar Place
Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue
Miramar Road	Commerce Avenue - Production Avenue
Miramar Road	Production Avenue - Distribution Avenue
Miramar Road	Distribution Avenue - Miramar Way
Miramar Road	Miramar Way - Carroll Road
Genesee Avenue	I-5 SB Ramps - I-5 NB Ramps
Genesee Avenue	I-5 NB Ramps - Scripps Hospital Driveway
Genesee Avenue	Scripps Hospital Driveway - Campus Point Drive
Genesee Avenue	Campus Point Drive - Regents Road
Genesee Avenue	Regents Road - Eastgate Mall
Genesee Avenue	Eastgate Mall - Executive Drive
La Jolla Village Drive	I-5 NB Ramps - Lebon Drive
La Jolla Village Drive	Lebon Drive - Regents Road
La Jolla Village Drive	I-805 SB Ramps - Towne Centre Drive

4.2 Project Trip Distribution and Trip Assignment

The Project's trip distribution is based primarily on a Series 14 Year 2025 SANDAG Select Zone Analysis (SZA) specific to the Project. However, the plotting area of the Select Zone Forecast is constrained east of Miramar Road at Eastgate Mall. The percentage of project traffic shown to extend east of this intersection amounts to 15% of the total project traffic. Considering the net increase in average daily trips and peak hour trips that are calculated to result from the project, the percentage of project traffic at this location exceeds the thresholds established in the TSM for the analysis of intersections and roadway segments.

Therefore, to account for the plotting area limitations of the Select Zone Forecast, USAI has estimated the trip distribution east of the intersection of Eastgate Mall at Miramar Road to cover the entire study area. The trip distribution estimation is based on engineering judgment, existing roadway networks, and knowledge of travel patterns. Specifically, knowing the trip distribution to Miramar Road east of the plotted area (taken from SANDAG), USAI distributed some traffic at major intersecting roads where traffic from the proposed project would match up with known existing services, retail or residential areas until the percentage of traffic fell below the study threshold. The substantial percentage of project traffic east of the intersection of Eastgate Mall and Miramar Road is assumed to travel along Miramar Road and distribute north of Miramar Road onto the residential areas of the Mira Mesa community primarily through Camino Santa Fe and Camino Ruiz.

Refer to **Appendix C** for the SANDAG Series 14 Year 2025 Select Zone Analysis.

Figure 4-2 shows the Project Only trip distribution percentages.

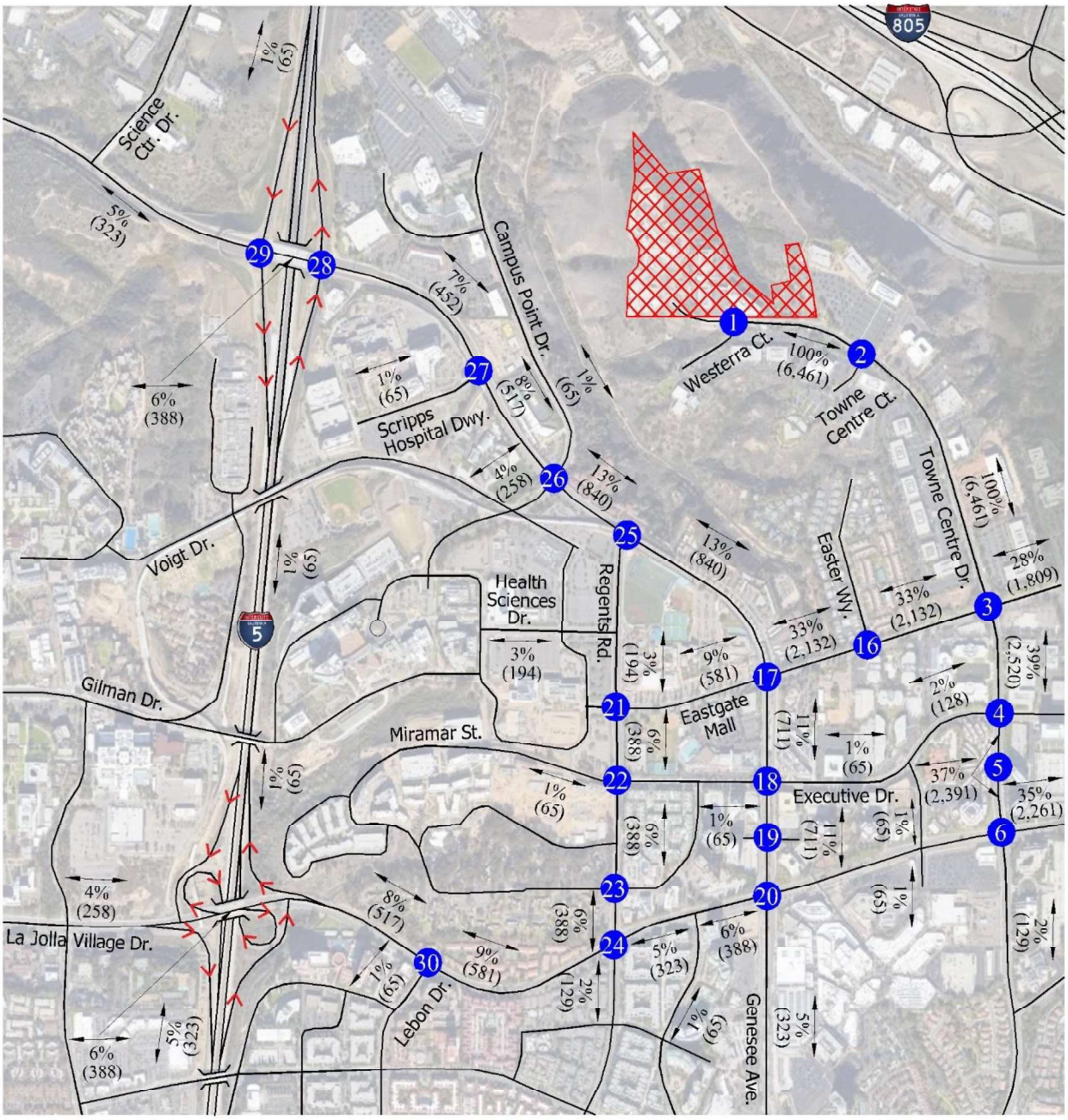
Figure 4-3 shows the Project Only trip assignment for inbound Project traffic.

Figure 4-4 shows the Project Only trip assignment for outbound Project traffic.

Figure 4-5 shows the Project Only ADT.

Figure 4-6 shows the Project Only AM and PM peak hour traffic volumes assigned to the local street system.

Figure 4-2: Project Only Trip Distribution Percentages



Legend

= Project Location

= Study Intersection

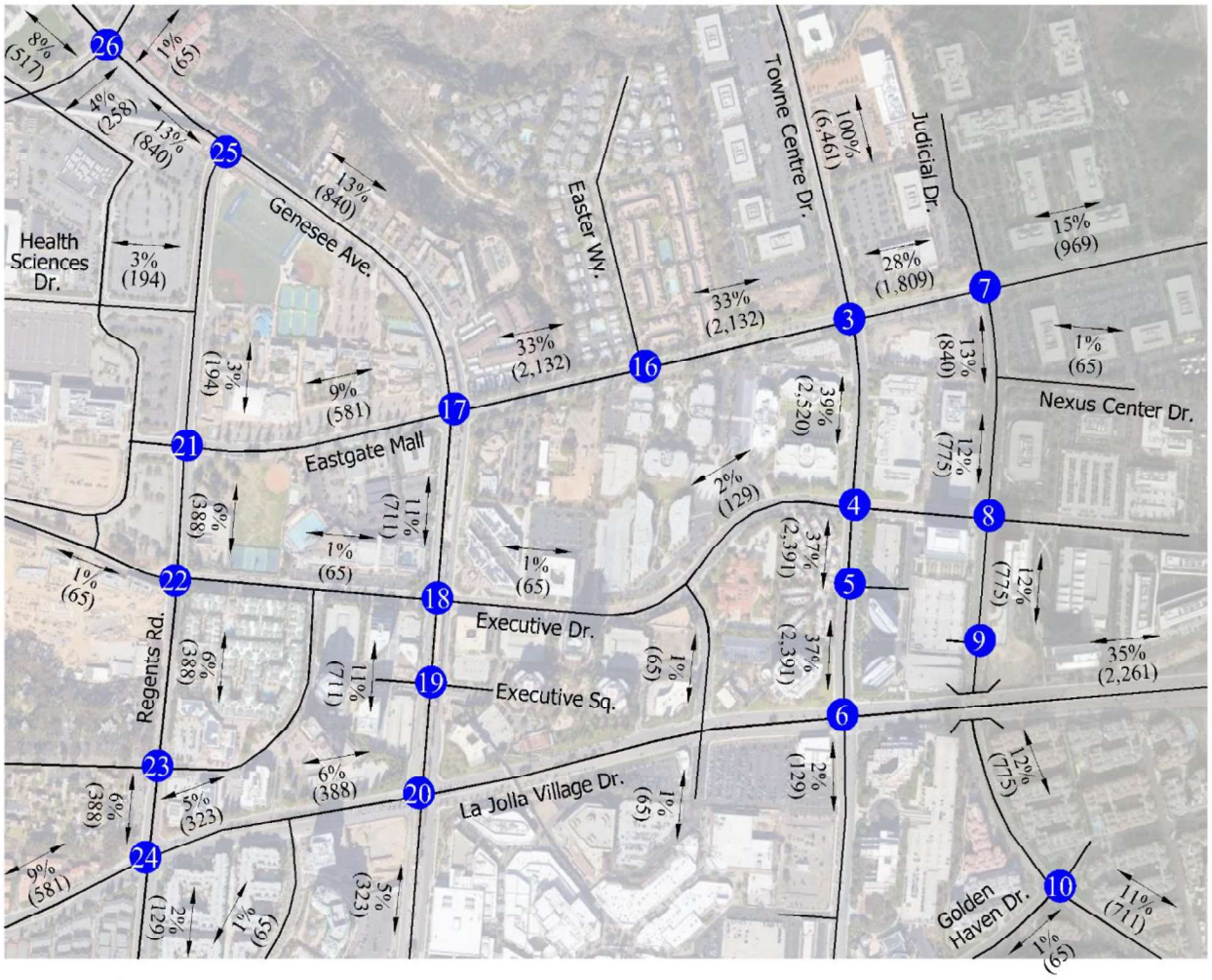
XX% = Trip Distribution Percentage

(XX,XXX) = Project Only ADT

NO SCALE

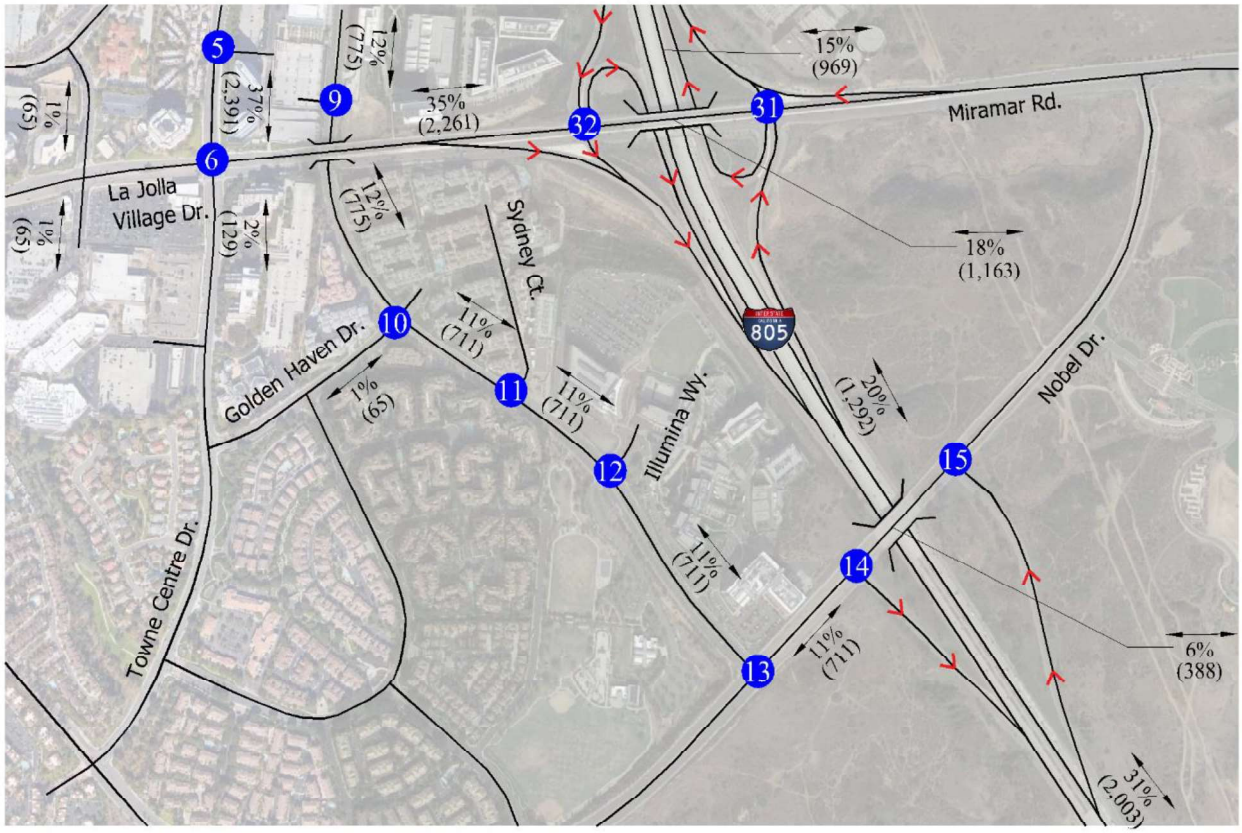
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Figure 4-2: Project Only Trip Distribution Percentages cont'd



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Figure 4-2: Project Only Trip Distribution Percentages cont'd



Legend

= Study Intersection

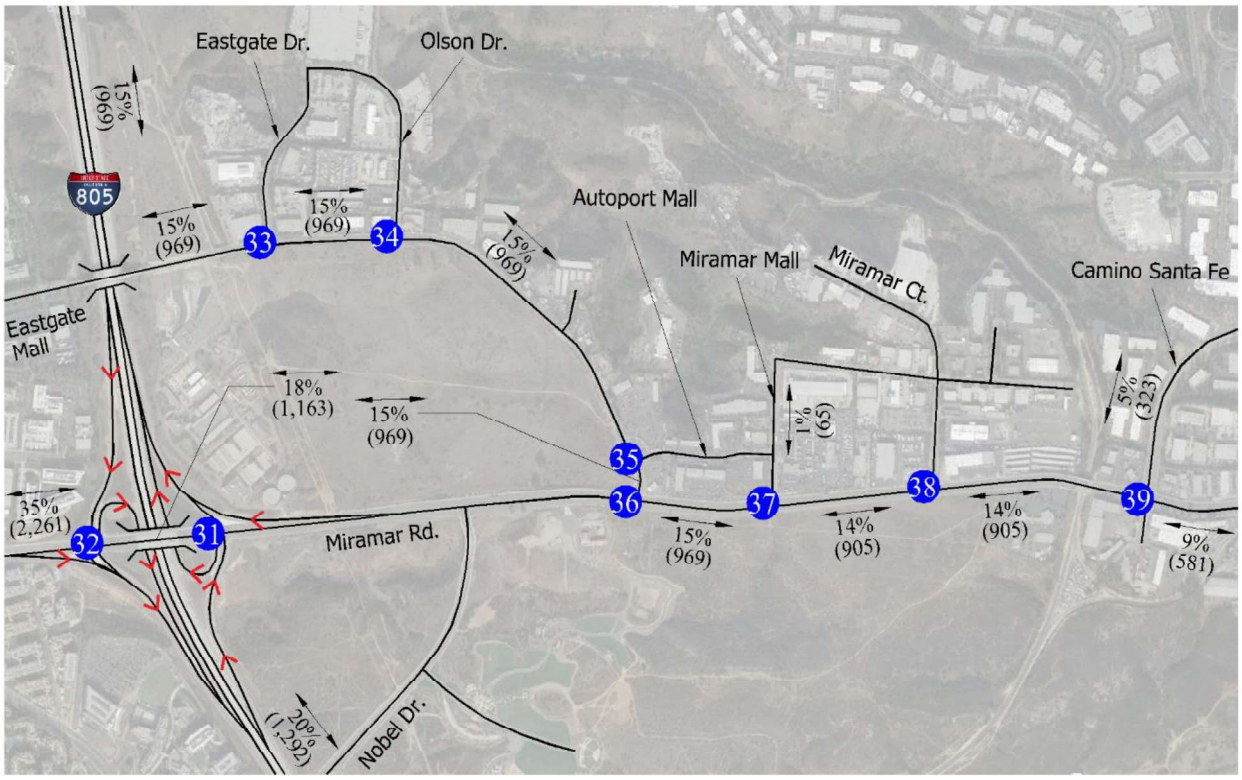
XX% = Trip Distribution Percentage

(XX,XXX) = Project Only ADT

N
NO SCALE

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Figure 4-2: Project Only Trip Distribution Percentages cont'd



Legend

(#) = Study Intersection

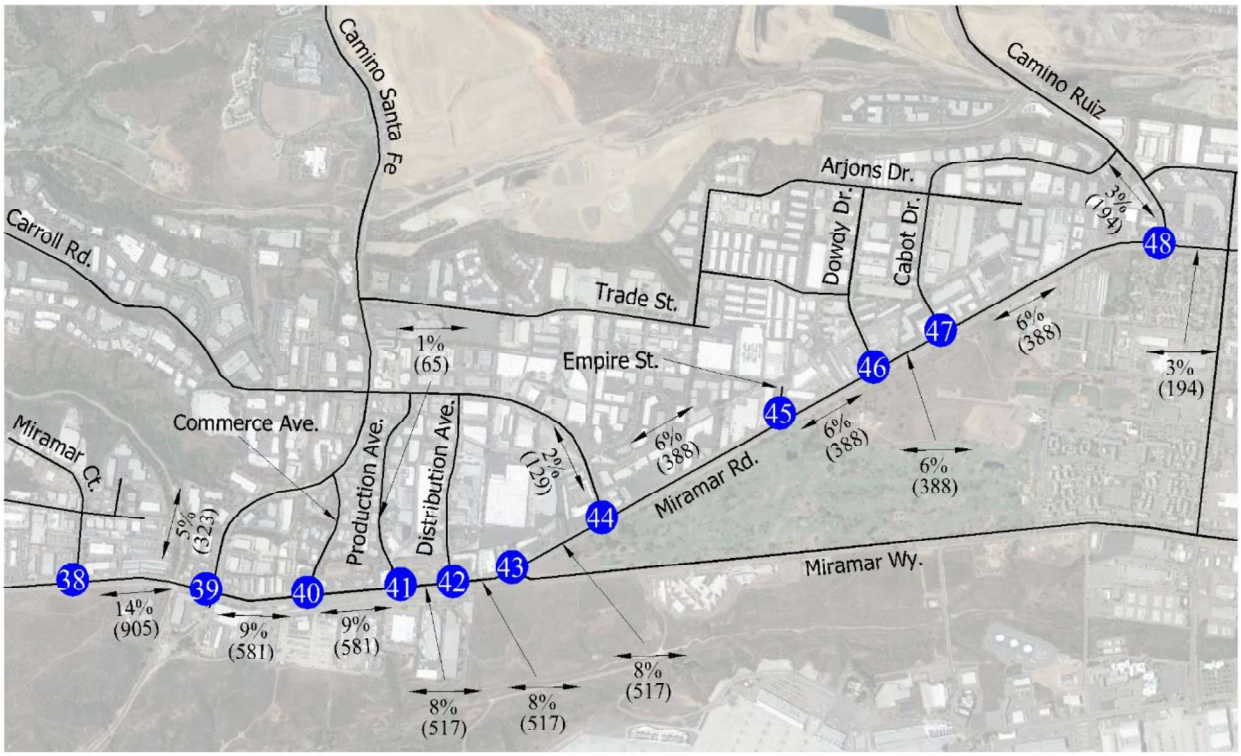
XX% = Trip Distribution Percentage

(XX,XXX) = Project Only ADT

N
NO SCALE

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Figure 4-2: Project Only Trip Distribution Percentages cont'd



Legend

(#) = Study Intersection

XX% = Trip Distribution Percentage

(XX,XXX) = Project Only ADT

N
NO SCALE

Figure 4-3: Project Only Inbound Trip Assignment Percentages

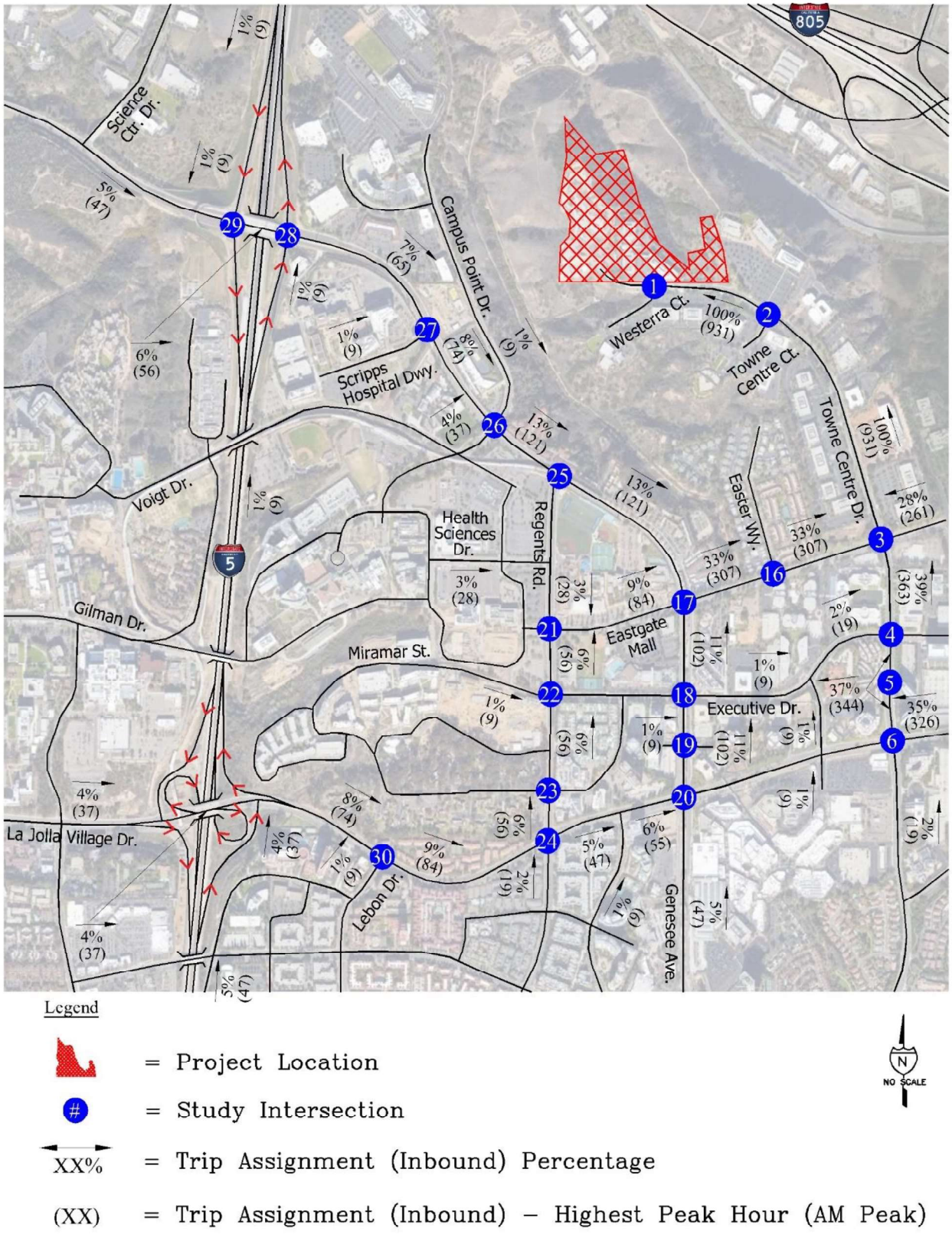
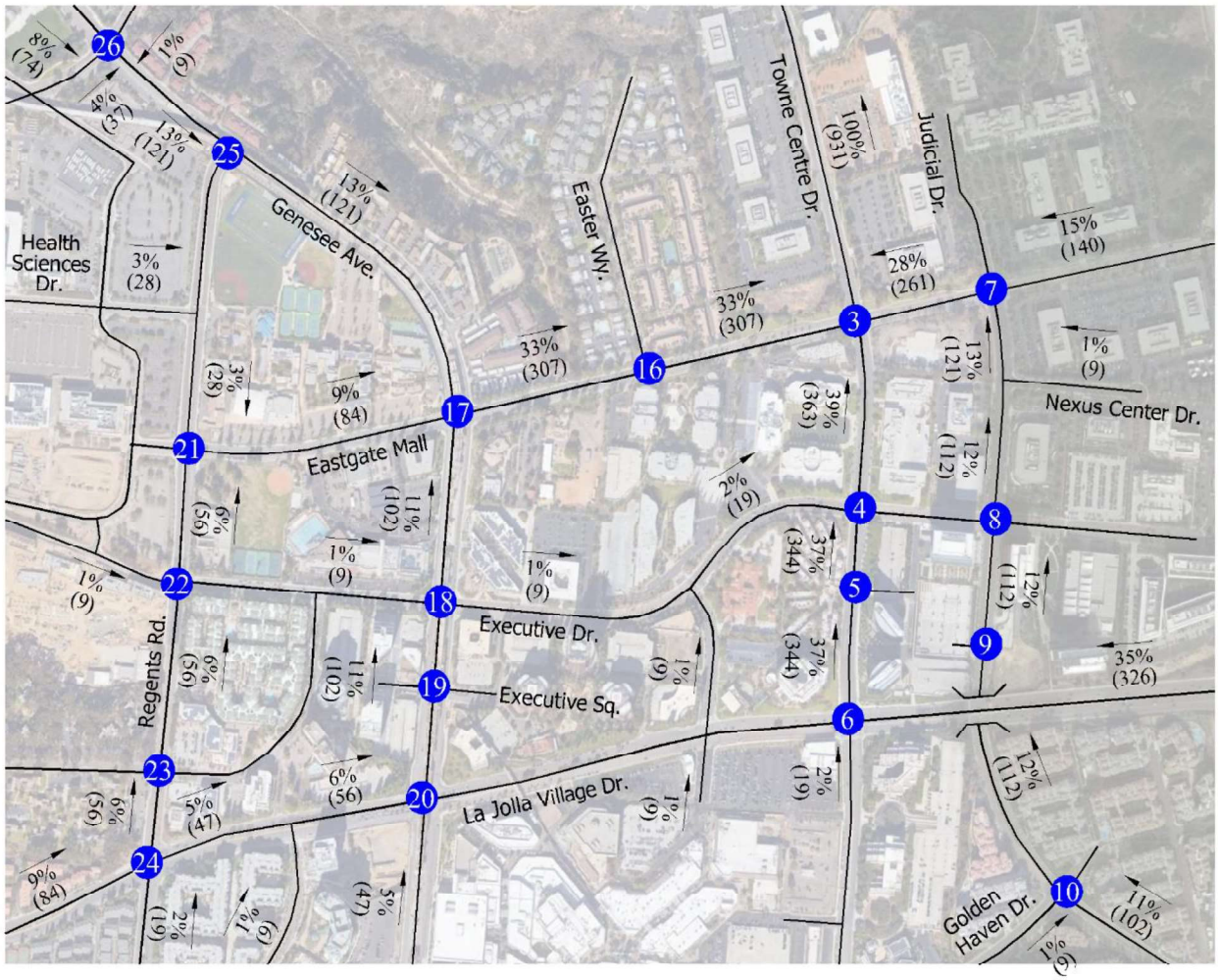


Figure 4-3: Project Only Inbound Trip Assignment Percentages cont'd



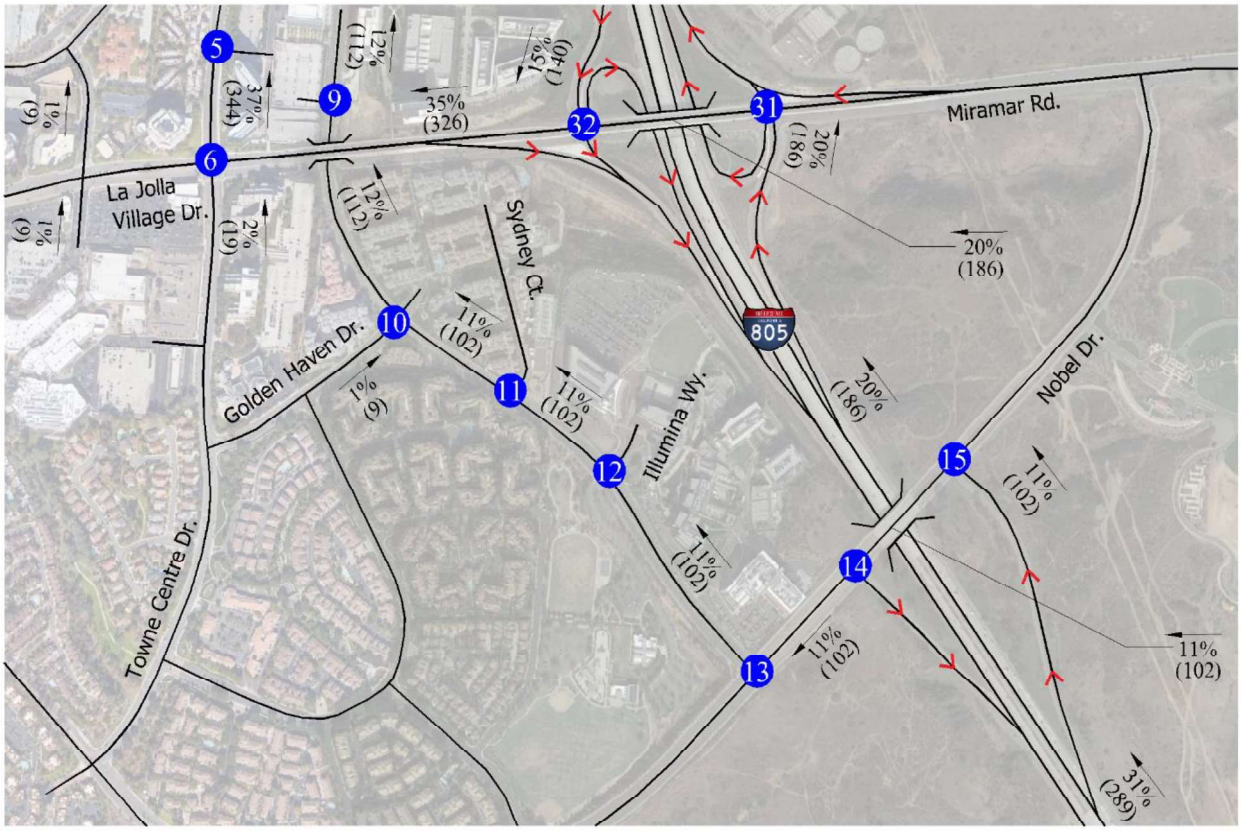
Legend

= Study Intersection

XX% = Trip Assignment (Inbound) Percentage

(XX) = Trip Assignment (Inbound) – Highest Peak Hour (AM Peak)

Figure 4-3: Project Only Inbound Trip Assignment Percentages cont'd



Legend

(#) = Study Intersection

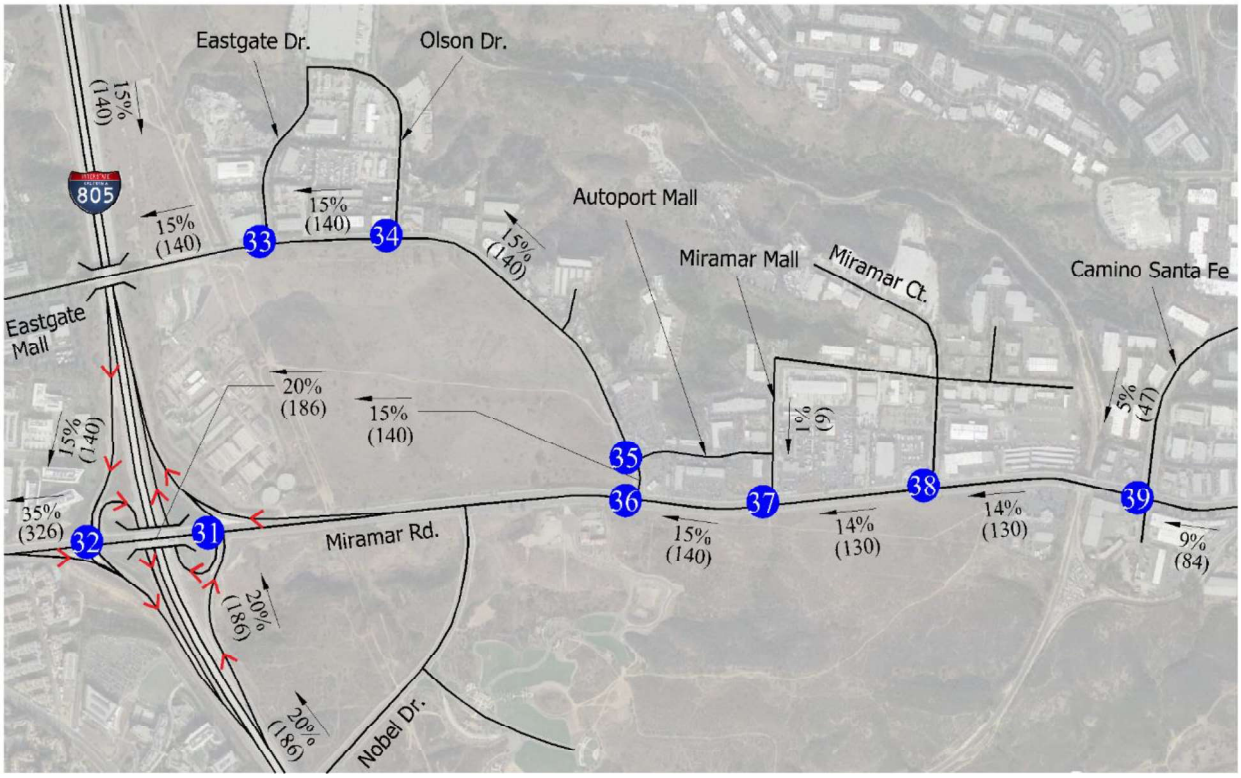
XX% = Trip Assignment (Inbound) Percentage

(XX) = Trip Assignment (Inbound) – Highest Peak Hour (AM Peak)

N
NO SCALE

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Figure 4-3: Project Only Inbound Trip Assignment Percentages cont'd



Legend

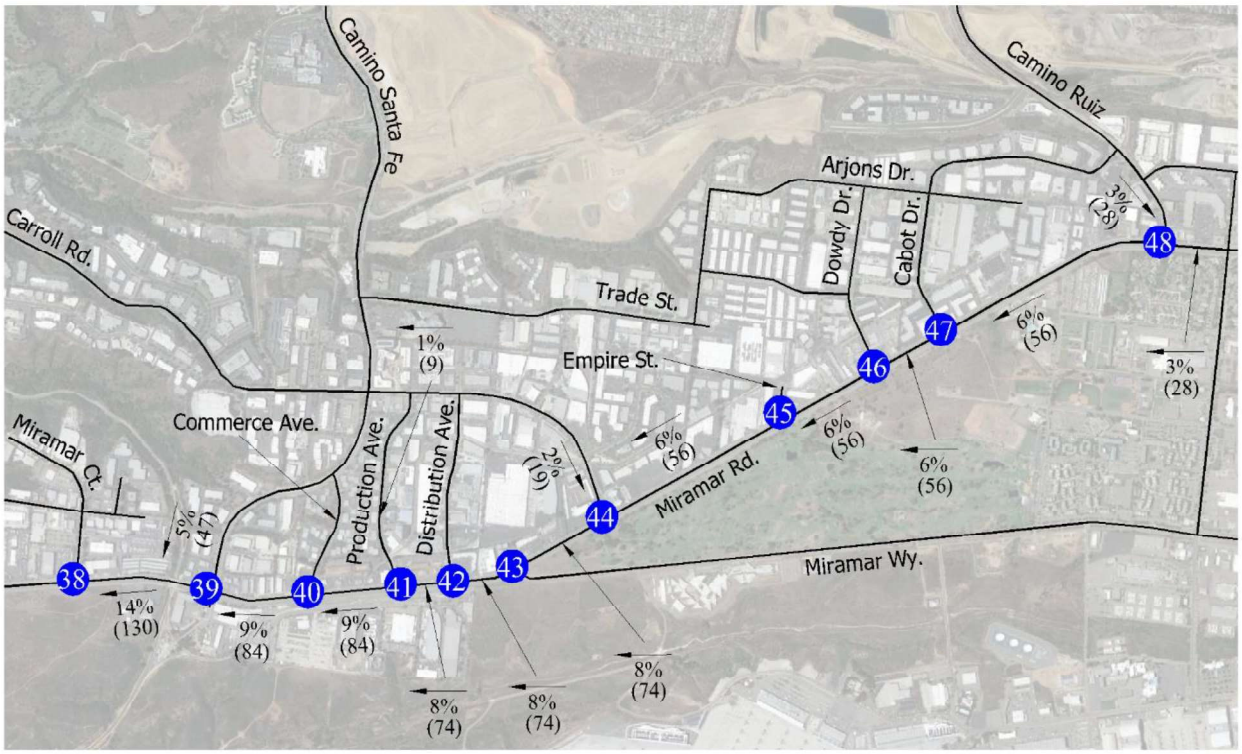
= Study Intersection

XX% = Trip Assignment (Inbound) Percentage

(XX) = Trip Assignment (Inbound) – Highest Peak Hour (AM Peak)

N
NO SCALE

Figure 4-3: Project Only Inbound Trip Assignment Percentages cont'd



Legend

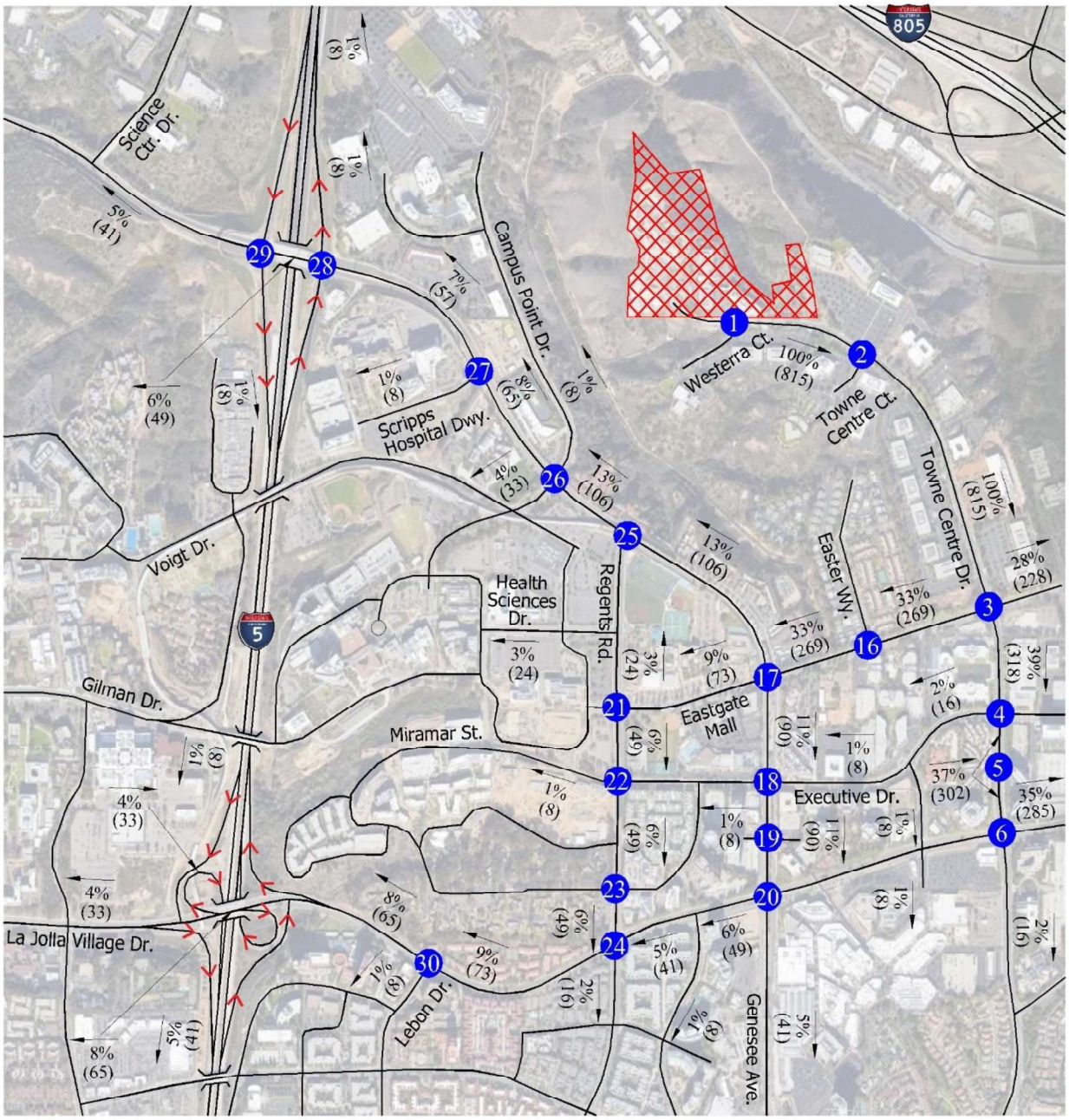


= Study Intersection

XX% = Trip Assignment (Inbound) Percentage

(XX) = Trip Assignment (Inbound) – Highest Peak Hour (AM Peak)

Figure 4-4: Project Only Outbound Trip Assignment Percentages



Legend

= Project Location

= Study Intersection

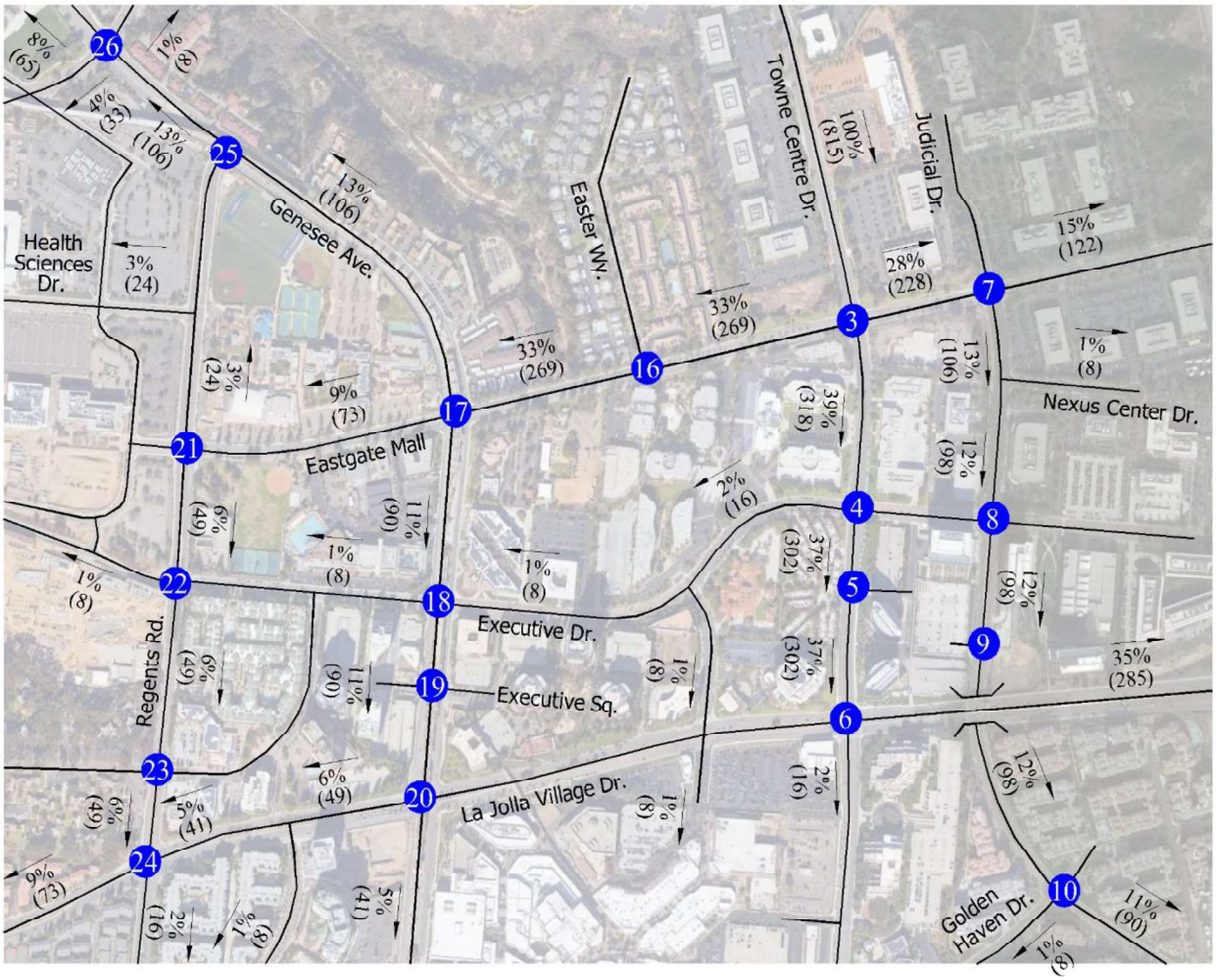
XX% = Trip Assignment (Outbound) Percentage

(XX) = Trip Assignment (Outbound) – Highest Peak Hour (PM Peak)

N
NO SCALE

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Figure 4-4: Project Only Outbound Trip Assignment Percentages cont'd



Legend

= Study Intersection

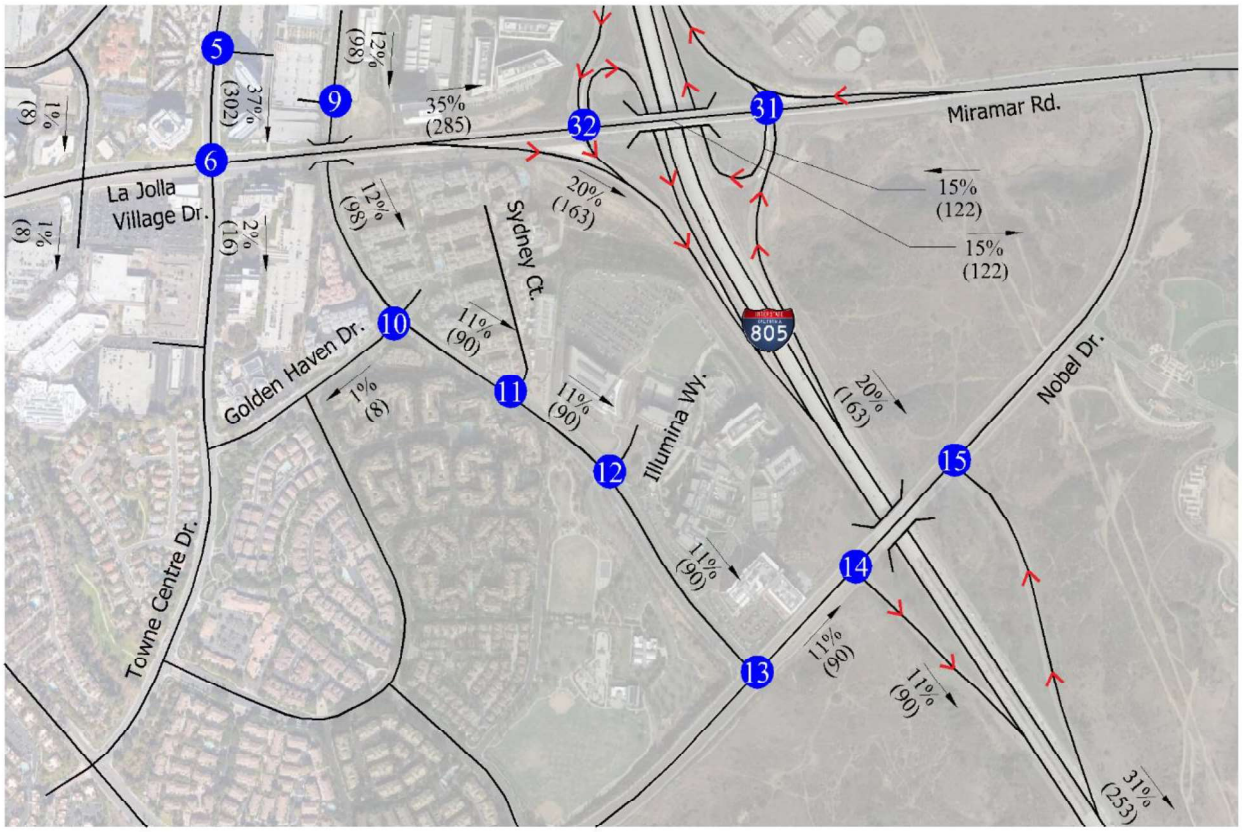
XX% = Trip Assignment (Outbound) Percentage

(XX) = Trip Assignment (Outbound) – Highest Peak Hour (PM Peak)

N NO SCALE

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Figure 4-4: Project Only Outbound Trip Assignment Percentages cont'd



Legend

\# = Study Intersection

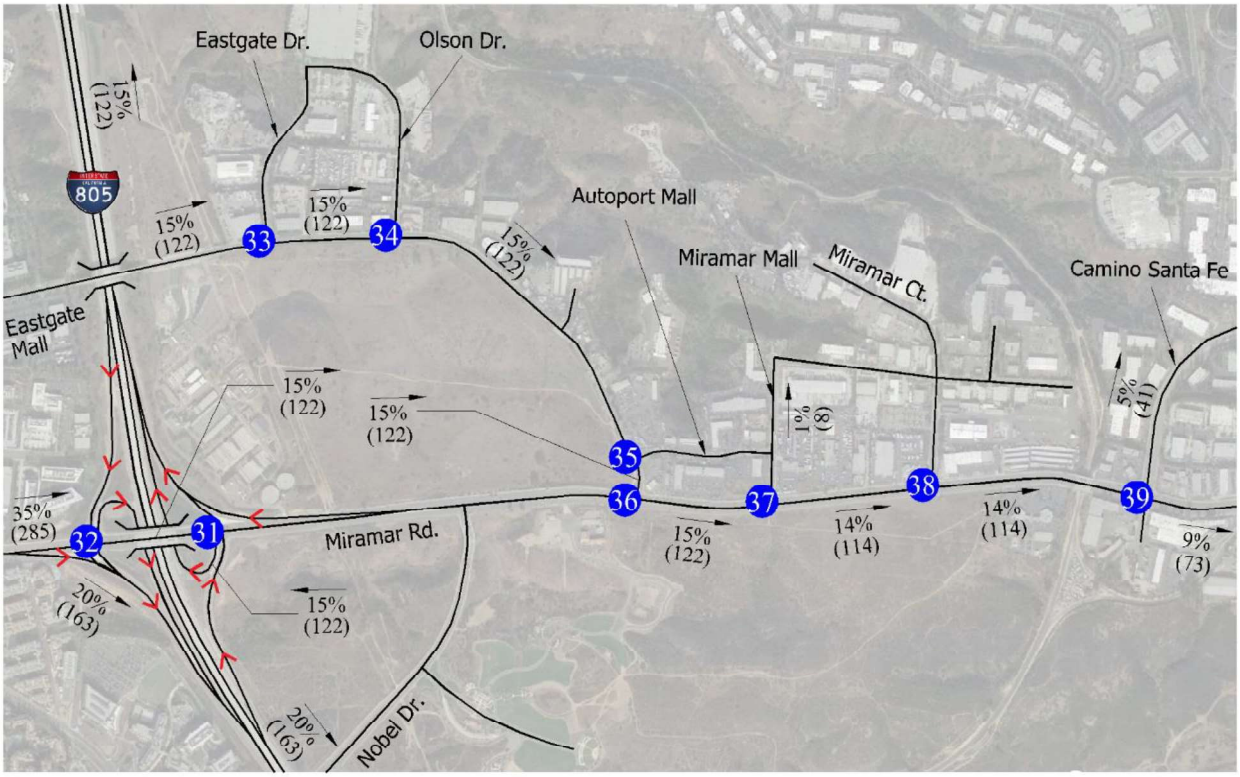
XX% = Trip Assignment (Outbound) Percentage

(XX) = Trip Assignment (Outbound) – Highest Peak Hour (PM Peak)

N
NO SCALE

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Figure 4-4: Project Only Outbound Trip Assignment Percentages cont'd



Legend

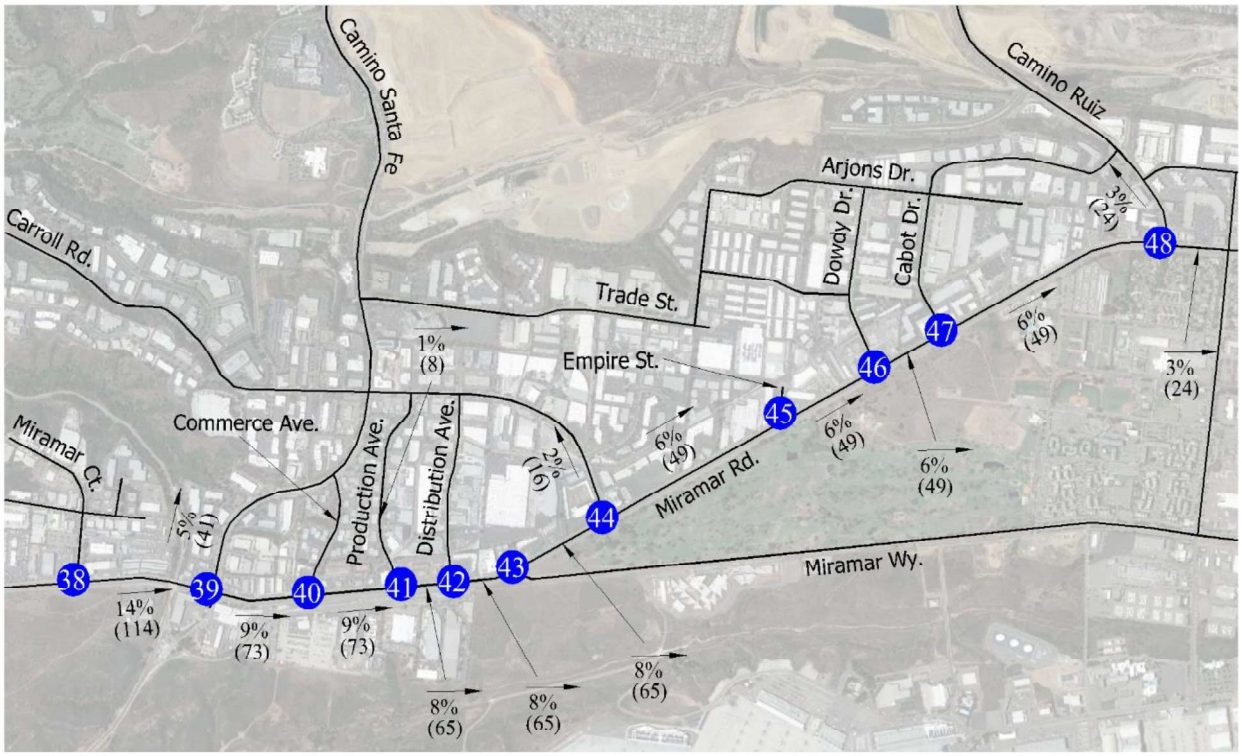
= Study Intersection

XX% = Trip Assignment (Outbound) Percentage

(XX) = Trip Assignment (Outbound) – Highest Peak Hour (PM Peak)

N
NO SCALE

Figure 4-4: Project Only Outbound Trip Assignment Percentages cont'd



Legend

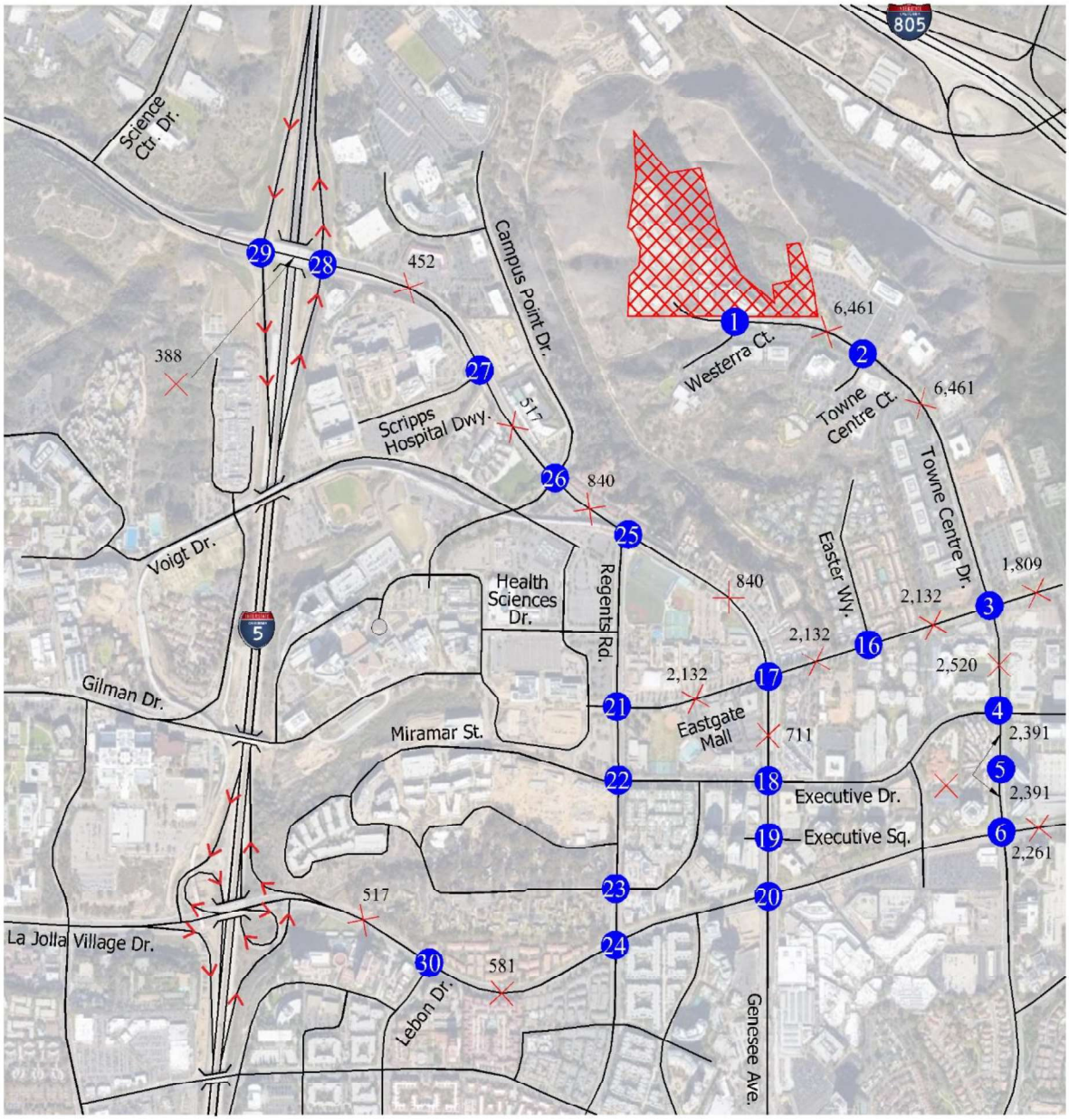
N
NO SCALE

= Study Intersection

XX% = Trip Assignment (Outbound) Percentage

(XX) = Trip Assignment (Outbound) – Highest Peak Hour (PM Peak)

Figure 4-5: Project Only Average Daily Traffic



Legend

= Project Location

= Study Street Segment

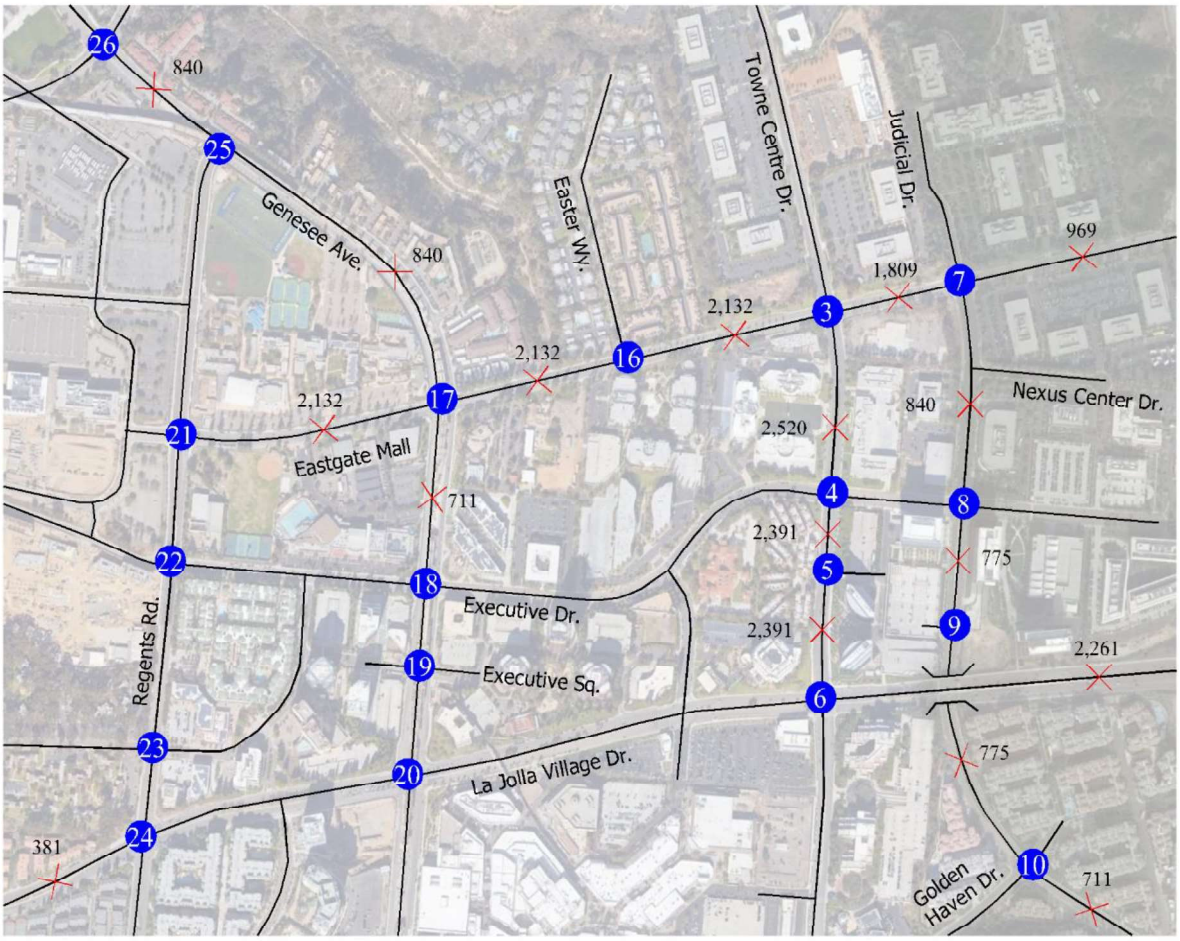
= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

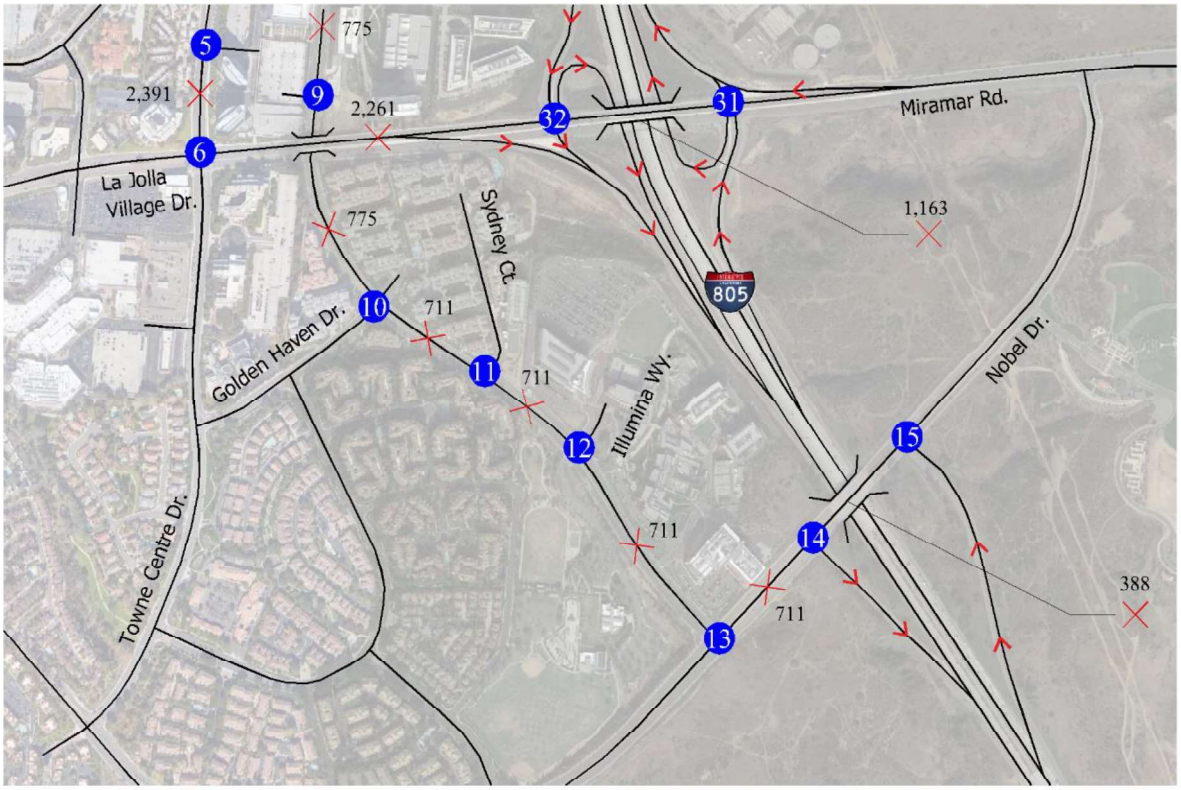
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Figure 4-5: Project Only Average Daily Traffic cont'd



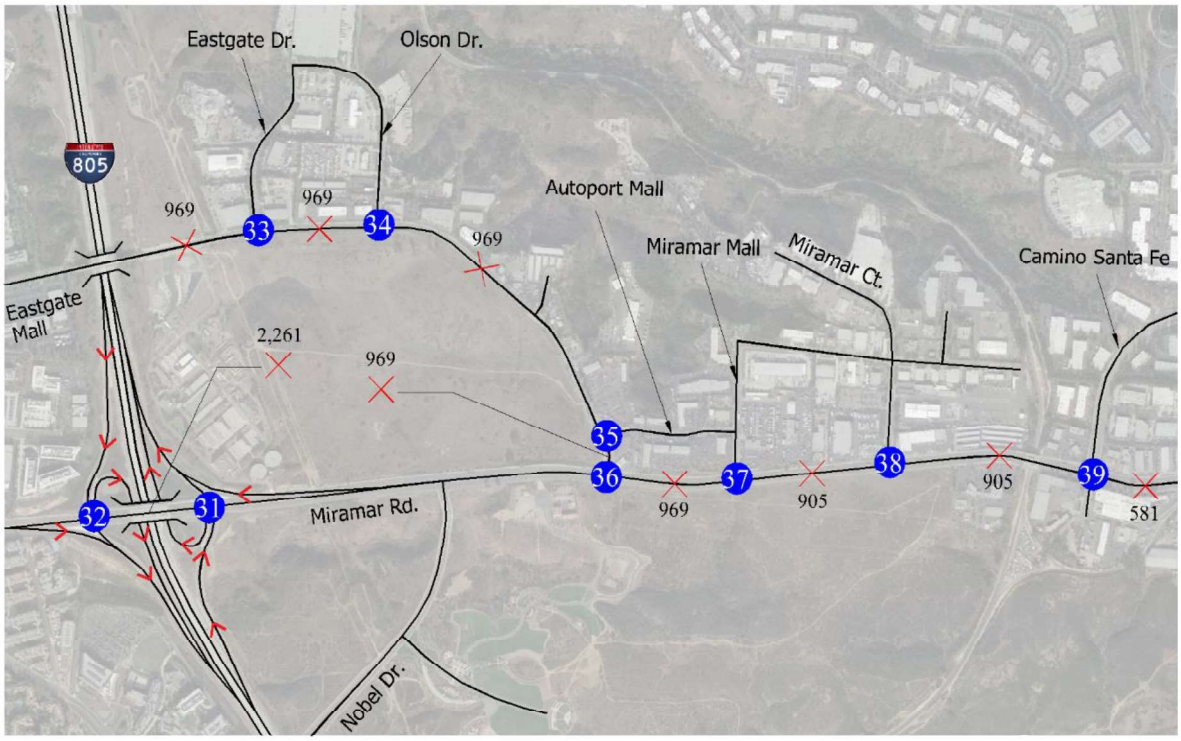
URBAN SYSTEMS ASSOCIATES, INC.
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Figure 4-5: Project Only Average Daily Traffic cont'd



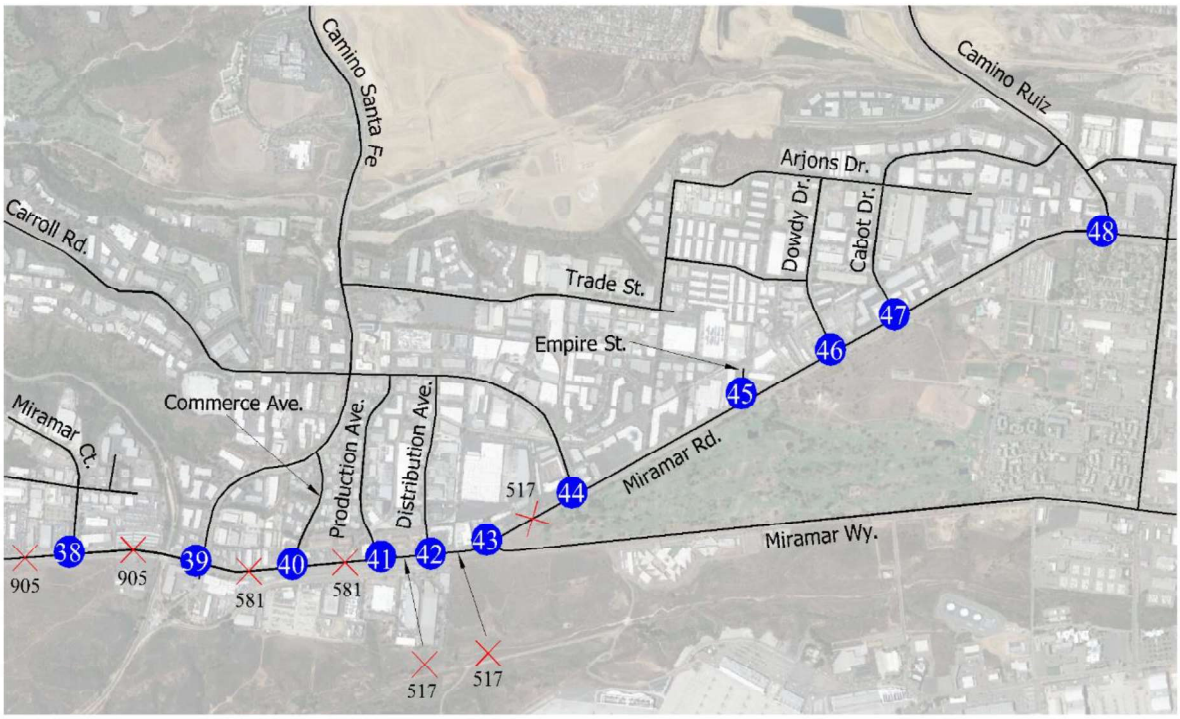
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Figure 4-5: Project Only Average Daily Traffic cont'd



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Figure 4-5: Project Only Average Daily Traffic cont'd



Legend

× = Study Street Segment

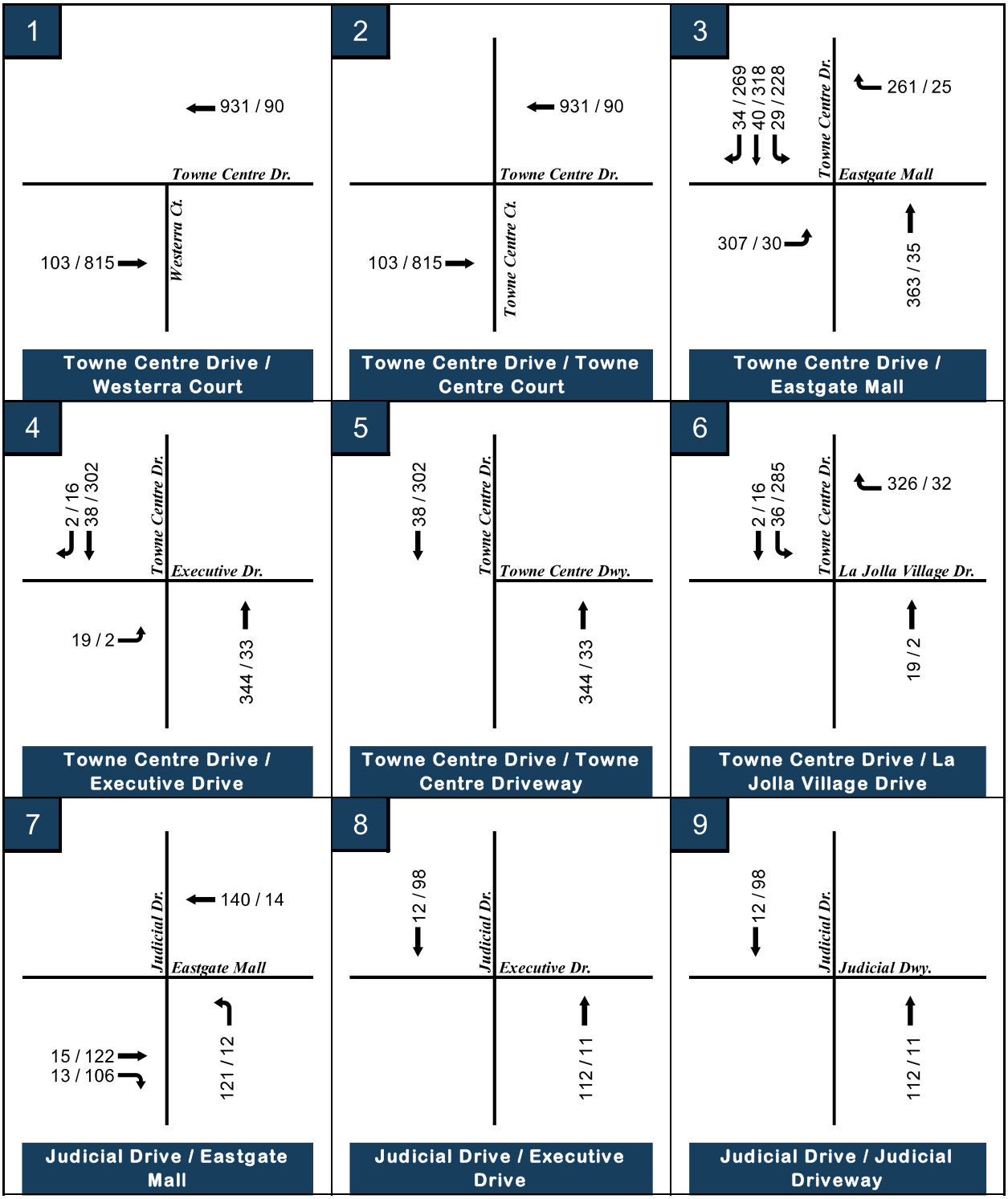
(#) = Study Intersection

XX,XXX = ADT Number

N
NO SCALE

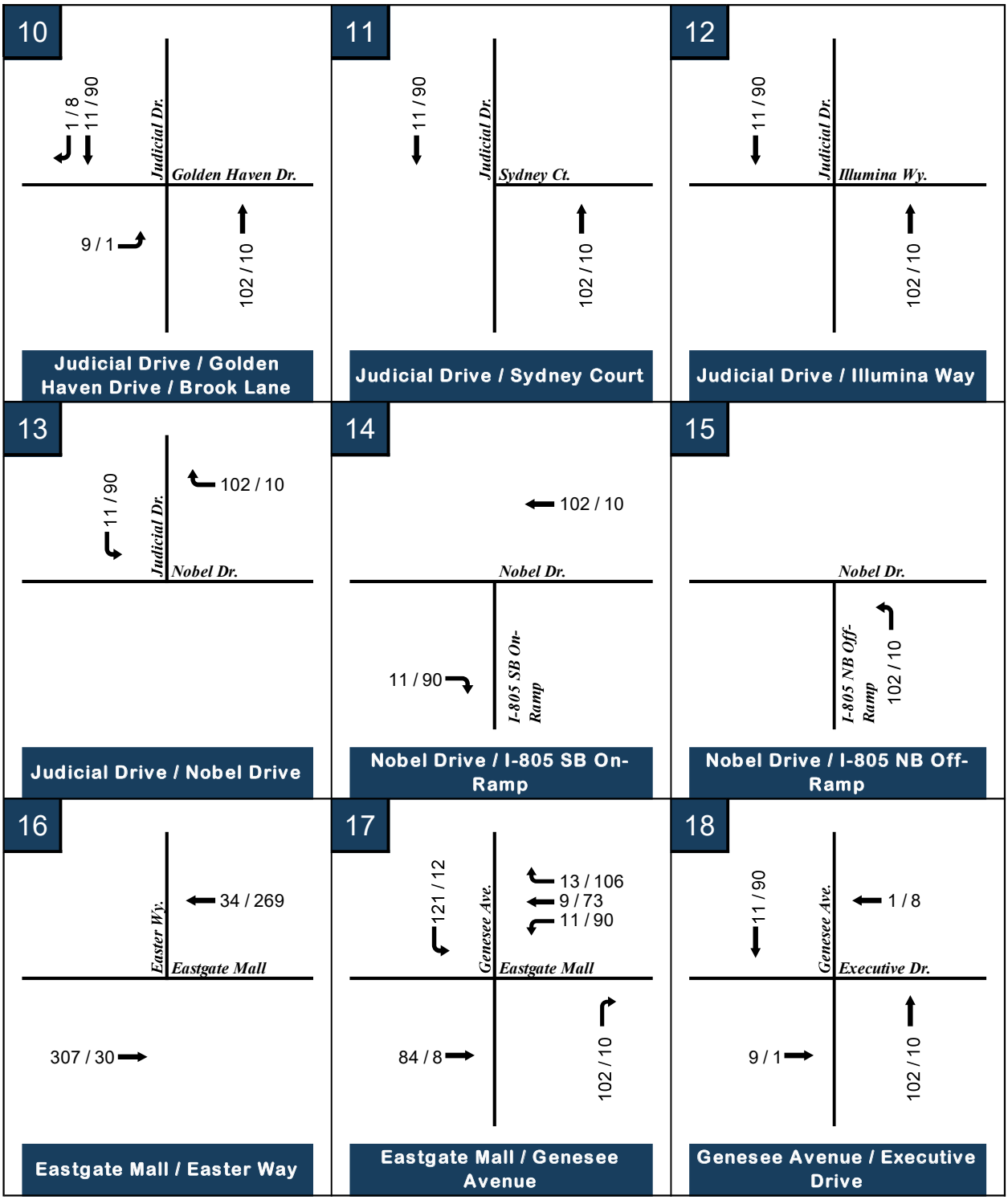
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Figure 4-6: Project Only AM / PM Peak Hour Volumes



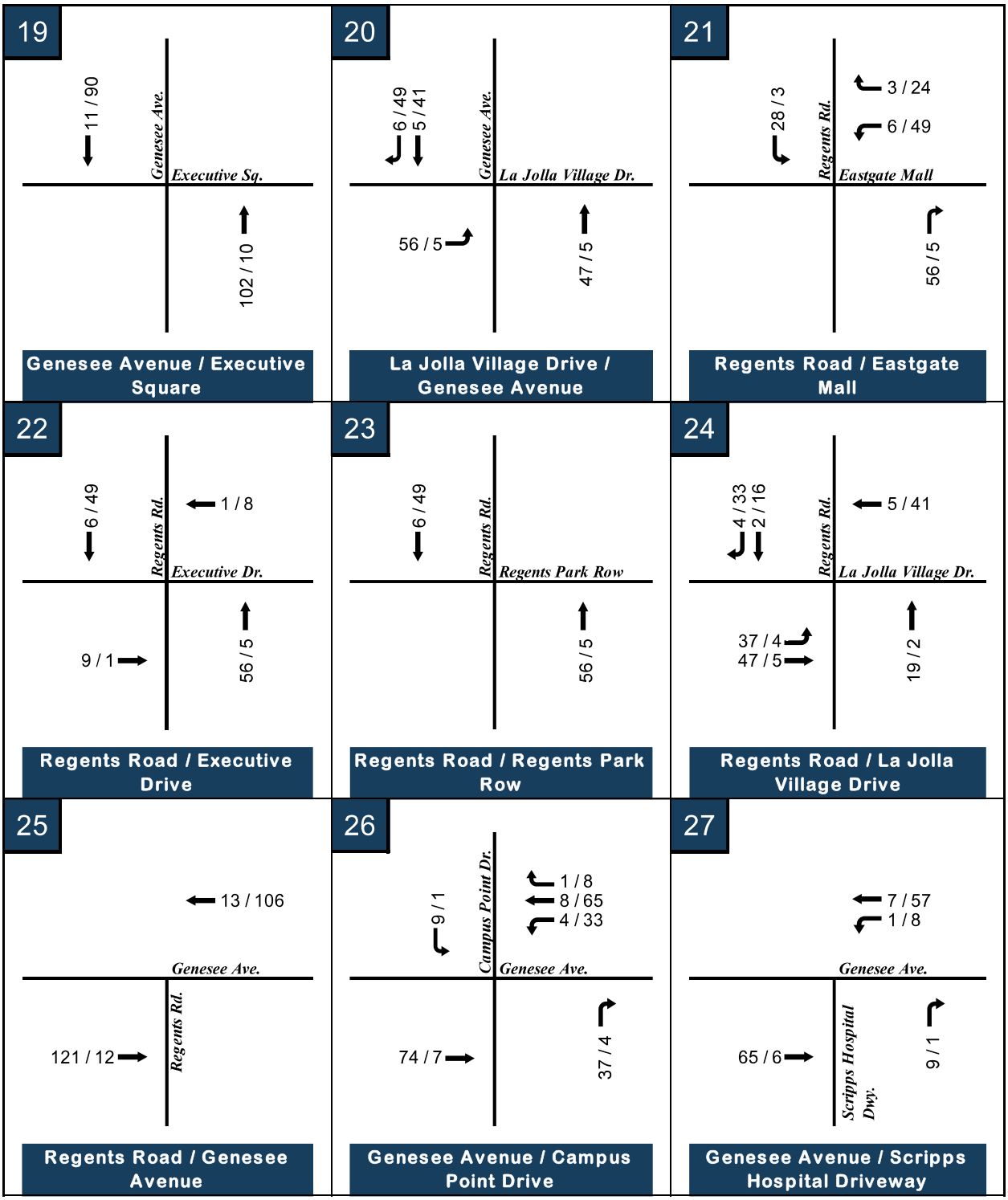
XX / XX = AM / PM Peak hour volumes

Figure 4-6: Project Only AM / PM Peak Hour Volumes (cont'd)



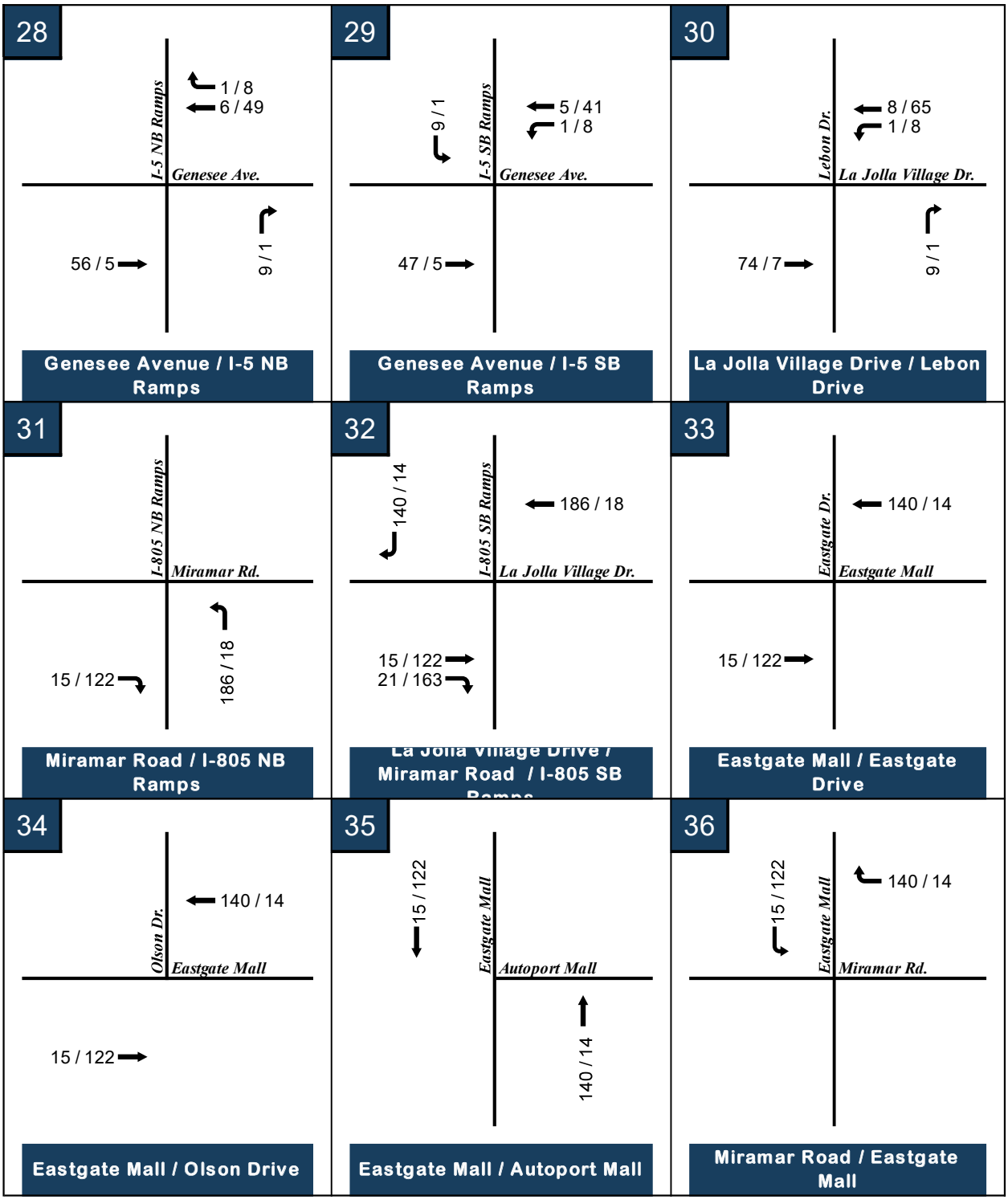
XX / XX = AM / PM Peak hour volumes

Figure 4-6: Project Only AM / PM Peak Hour Volumes (cont'd)



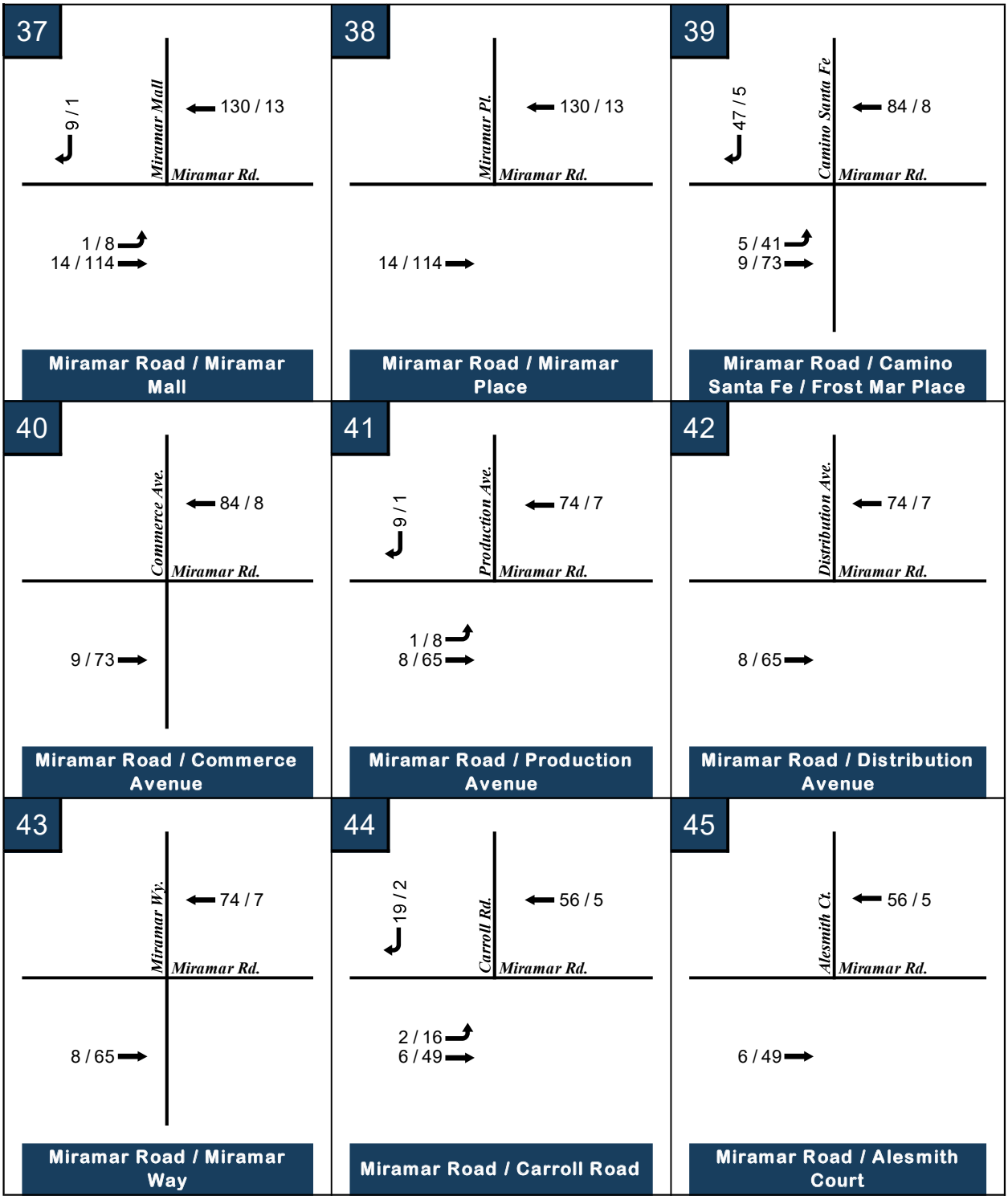
XX / XX = AM / PM Peak hour volumes

Figure 4-6: Project Only AM / PM Peak Hour Volumes (cont'd)



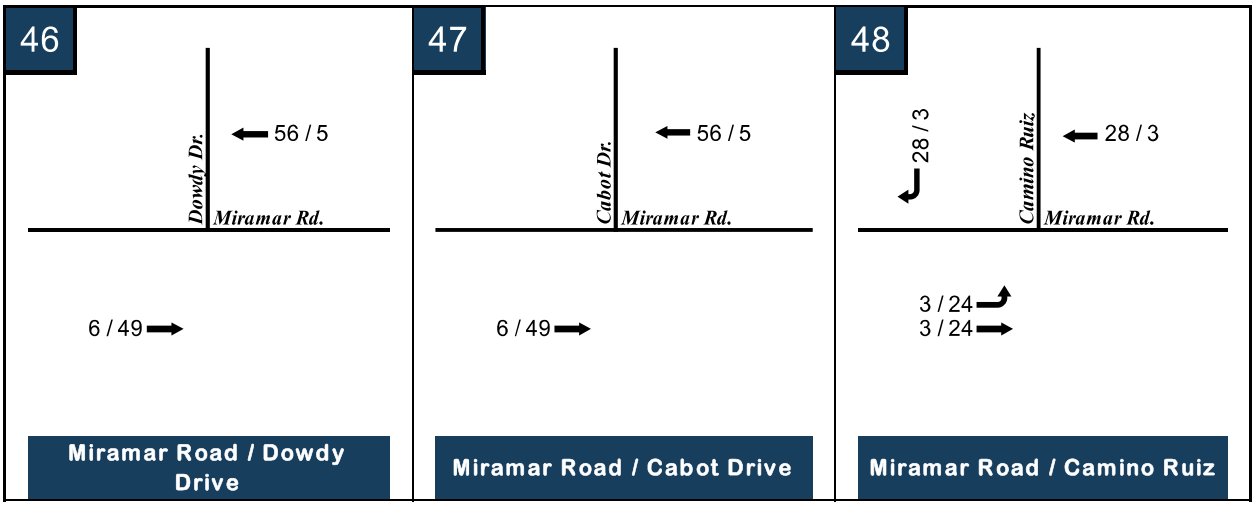
XX / XX = AM / PM Peak hour volumes

Figure 4-6: Project Only AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Figure 4-6: Project Only AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

3.0 Proposed Project

This chapter describes the Proposed Project, including the Proposed Project's trip generation, as well as specific information needed for the Local Mobility Analysis (LMA) including the trip distribution patterns, and project trip assignment.

3.1 Project Trip Generation, Distribution, and Assignment

Project Trip Generation

Project trip generation estimates were derived utilizing the trip generation rates outlined in Table 1 of the *City of San Diego Land Use Code – Trip Generation Manual, May 2003* and the *ITE Trip Generation Manual 10th Edition*. Trip generation rates utilized from the *ITE Trip Generation Manual 10th Edition* are provided in **Appendix E**. This study utilized a more conservative approach by analyzing 220 business hotel rooms and 90 dwelling units, instead of the proposed 217 room hotel room and 80 dwelling unit apartment. **Table 3.1** displays the anticipated trip generation utilizing a more conservative trip generation and **Table 3.2** displays the anticipated trip generation for the current site plan.

As shown, in Table 3.1, the Proposed Project as studied within this LMA would generate a total of 2,194 daily weekday trips, with 208 occurring in the AM peak Hour (80 inbound, 128 outbound) and 210 occurring in the PM peak hour (129 inbound, 81 outbound). Whereas the current site plan would generate 2,112 daily weekday trips, with 201 occurring in the AM peak hour (78 inbound, 123 outbound) and 201 occurring in the PM peak hour (123 inbound, 78 outbound). A net difference of 82 daily weekday trips, 7 AM peak hour trips, and 9 PM peak hour trips. Therefore, the trip generation as studied in this LMA provides a more conservative analysis from a trip generation perspective.

Table 3.1 Proposed Project Trip Generation – LMA Land Use

				AM					PM				
Land Use	Units	Trip Rate	ADT	%	Trips	Split	In	Out	%	Trips	Split	In	Out
Apartments*	90 DU	6 / DU	540	8%	43	(2:8)	9	34	9%	49	(7:3)	34	15
Business Hotel**	220 Rooms	7.52 / Rm	1,654	.75 / Rm	165	(43:57)	71	94	.73 / Rm	161	(59:41)	95	66
		Total	**2,194**		**208**		**80**	**128**		**210**		**129**	**81**

Notes:
* Trip generation rate from City of San Diego Trip Generation Manual (2003) for multi-family dwelling units (over 20 DU/ac)
** Trip generation from ITE Trip Generation Manual 10th Edition for LU Code 330 Business Hotel
Rm = Room

Table 3.2 Proposed Project Trip Generation – Current Site Plan

				AM					PM				
Land Use	Units	Trip Rate	ADT	%	Trips	Split	In	Out	%	Trips	Split	In	Out
Apartments*	80 DU	6 / DU	480	8%	38	(2:8)	8	30	9%	43	(7:3)	30	13
Business Hotel**	217 Rooms	7.52 / Rm	1,632	.75 / Rm	163	(43:57)	70	93	.73 / Rm	158	(59:41)	93	65
		Total	**2,112**		**201**		**78**	**123**		**201**		**123**	**78**

Notes:
* Trip generation rate from City of San Diego Trip Generation Manual (2003) for multi-family dwelling units (over 20 DU/ac)
** Trip generation from ITE Trip Generation Manual 10th Edition for LU Code 330 Business Hotel
Rm = Room

3.2 Project Study Area

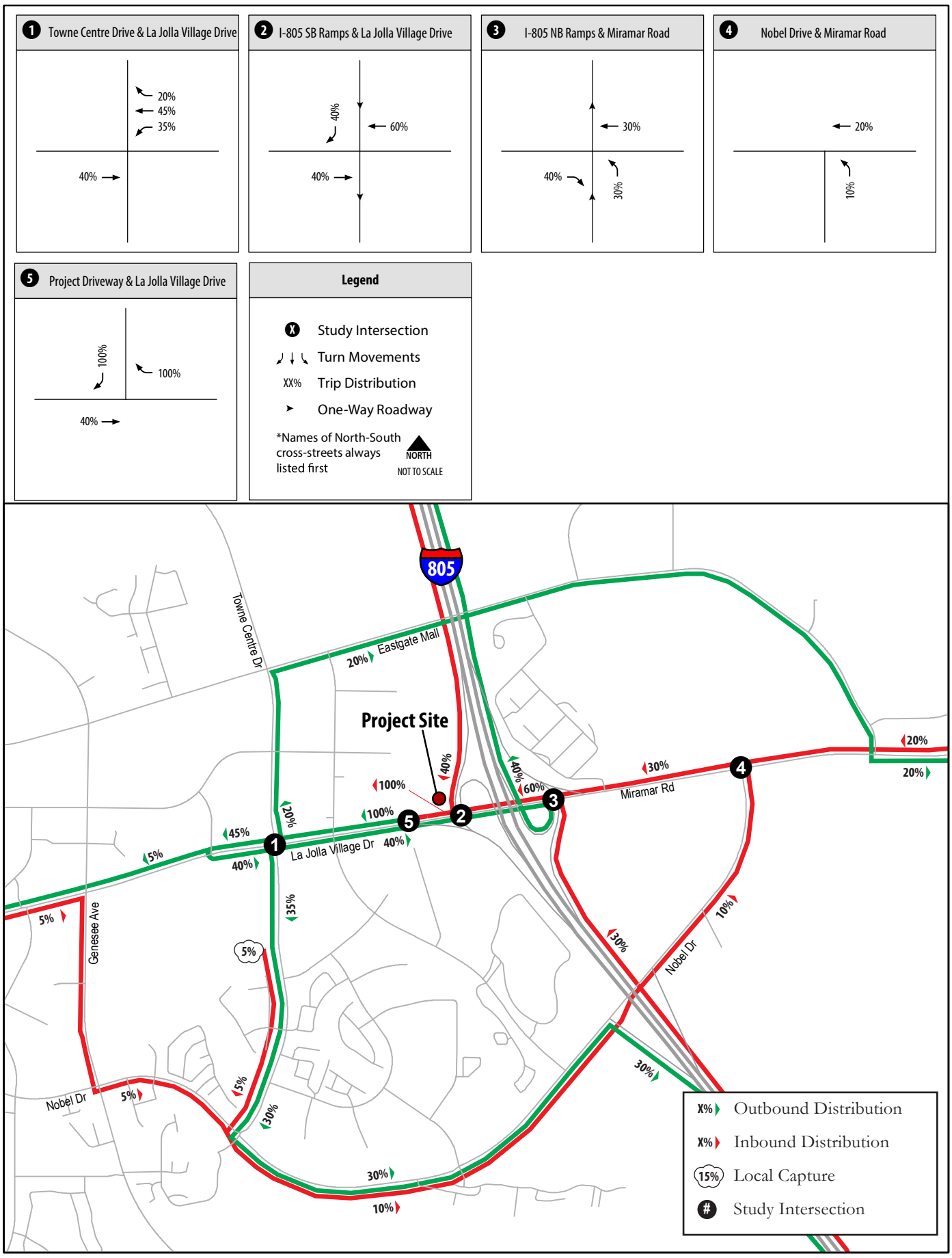
This section describes the LMA analysis requirements, including the Proposed Project trip distribution, assignment, and project study area.

Project Trip Distribution

The trip distribution for the Proposed Project was developed based on the geographical location of the project, the characteristics of the proposed land uses, and nearest freeway facilities. Since the Proposed Project features two separate land uses, separate trip distributions were developed for each land use. Figure 3.1A and Figure 3.1B display the Proposed Project trip distribution patterns for the residential and business hotel land uses, respectively.

Project Trip Assignment

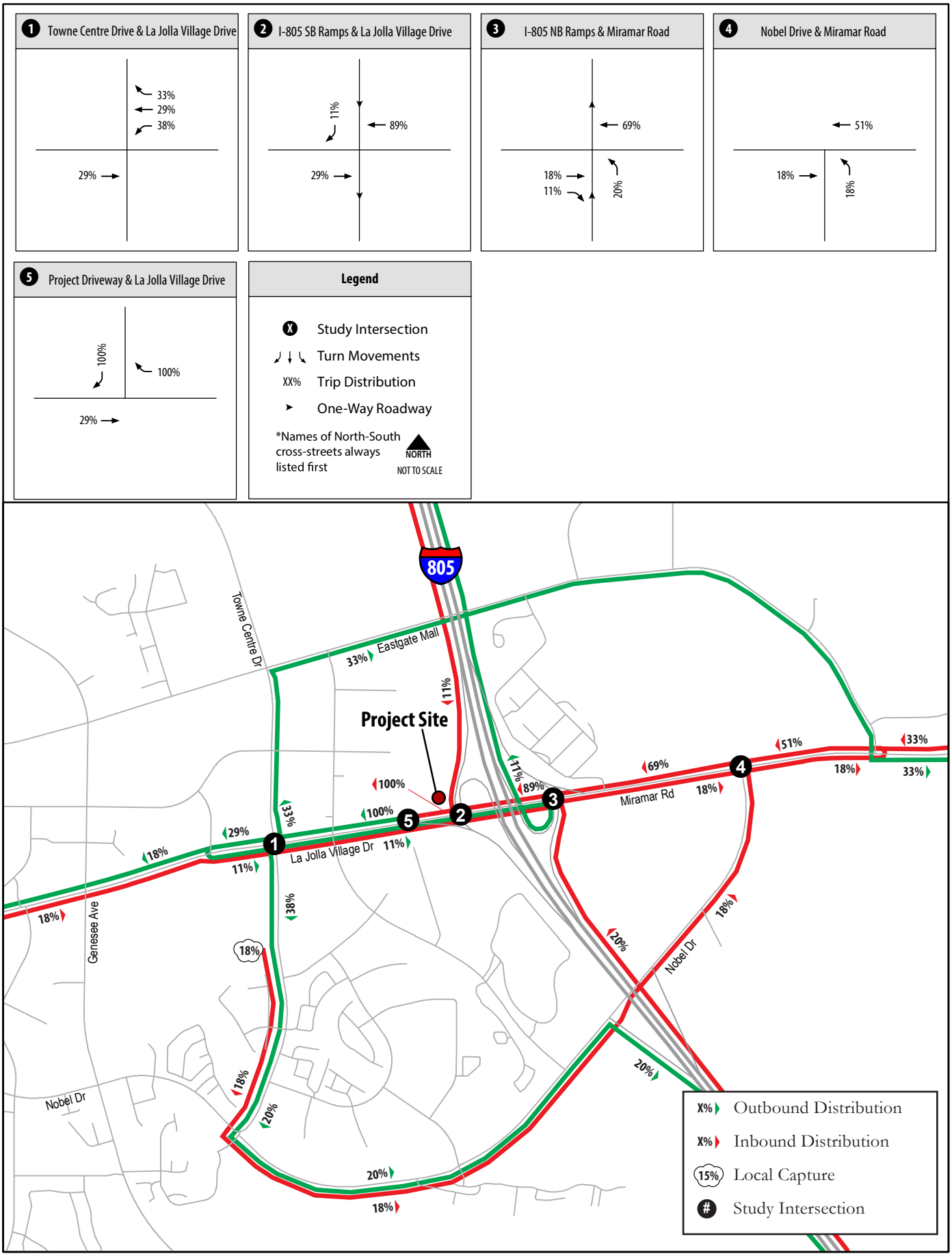
Based upon the project trip distribution patterns, daily and AM/PM peak hour project trips were assigned to the adjacent roadway network for each project land use. Figure 3.2A, Figure 3.2B, and Figure 3.2C display the Proposed Project trip assignment for residential, business hotel, and combined land uses, respectively.



UTC Hotel and Apartments
Local Mobility Analysis

CHEN RYAN

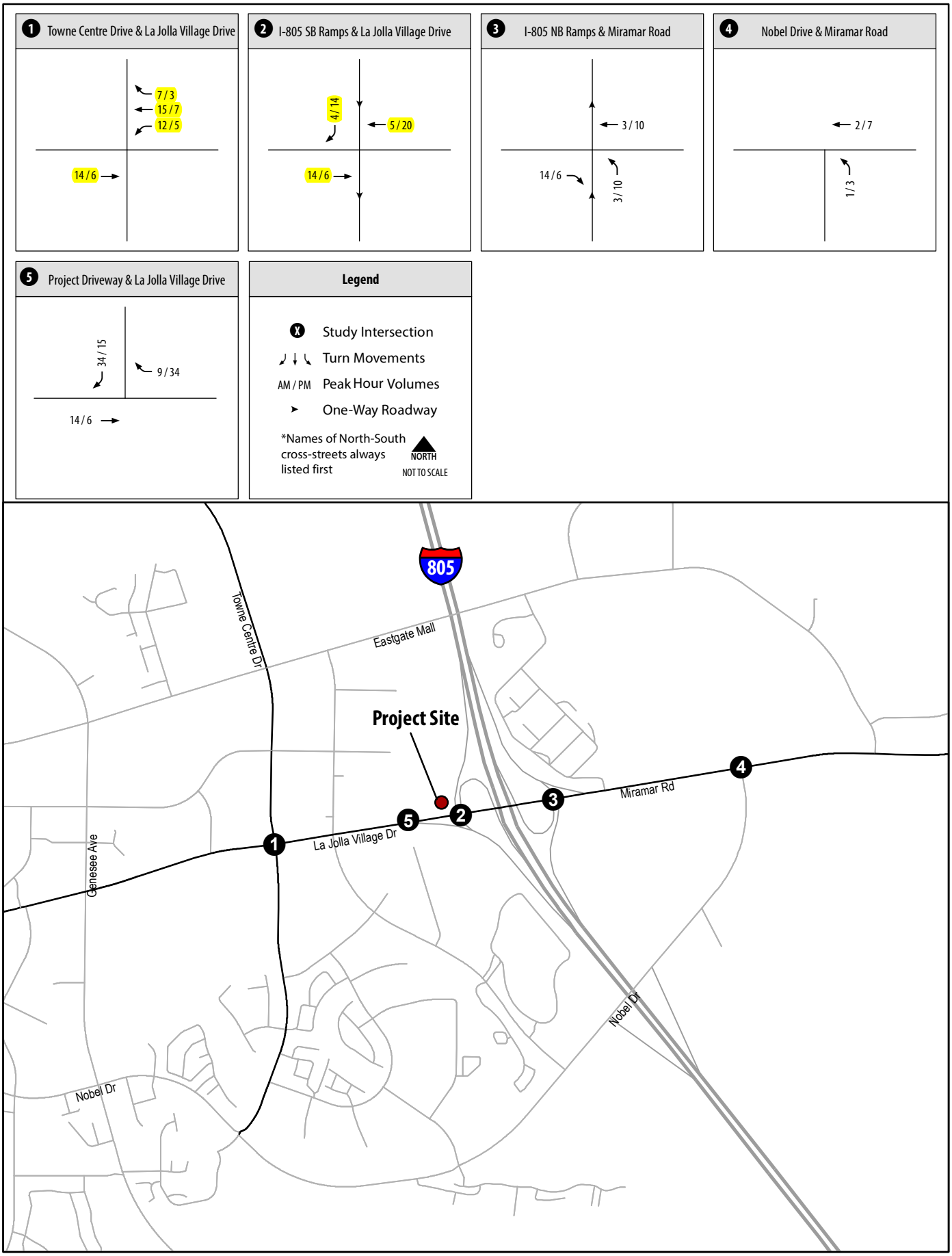
Figure 3.1A
Project Trip Distribution (Residential)



UTC Hotel and Apartments
Local Mobility Analysis

CHEN RYAN

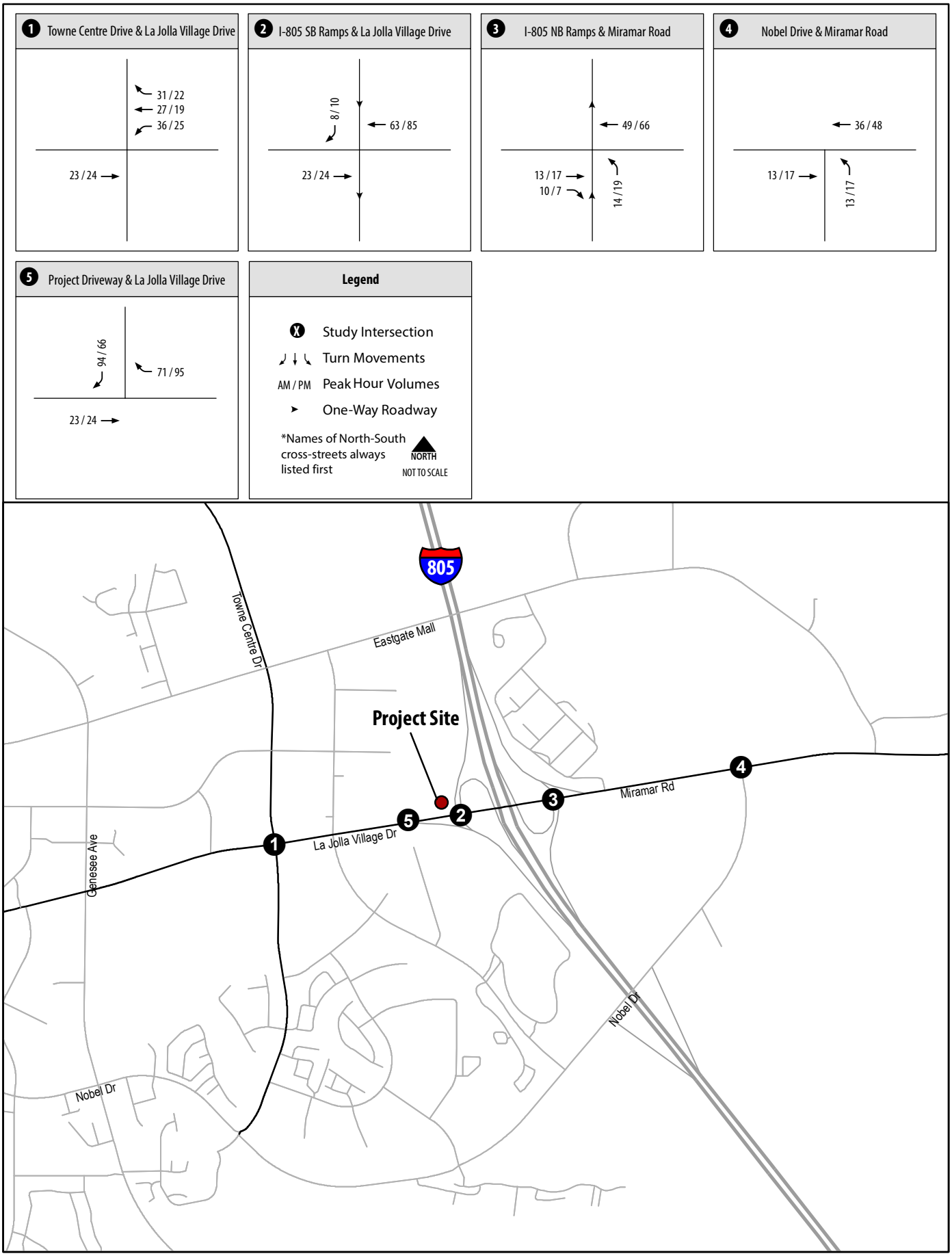
Figure 3.1B
Project Trip Distribution (Hotel)



UTC Hotel and Apartments
Local Mobility Analysis

CHEN RYAN

Figure 3.2A
Project Trip Assignment (Residential)



UTC Hotel and Apartments
Local Mobility Analysis

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Figure 3.2B
Project Trip Assignment (Hotel)

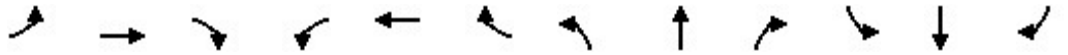
Cumulative Projects List

ID	PTS #	Project Name	Type of Development / Intensity	Project ADT	Status / Condition / Notes
1	566056	3115 Merryfield Row - Spectrum III & IV	61,559 SF of Scientific Research & Development	492	Approved / Under Construction (Opening Day Year 2019 *est.)*
2	632137	The Scripps Research Institute (TSRI)	204,000 SF of Scientific Research & Development	1,145	Approved ((Opening Day Year 2019 *est.*)
3	527644	9775 Towne Centre Drive	156,500 SF of Scientific Research & Development	452	Under Construction (Opening Day Year 2021 *est.*)
4	291342	9455 Towne Centre Drive	150,000 SF of Corporate Headquarters	1,500	Under Construction (Opening Day Year 2020 *est.*)
5	218594	9514 Towne Centre Drive - Coast Income Properties	100,000 SF of Commercial Office	1,688	Approved
6	477943	Costa Verde Revitalization Project	360,000 SF of Scientific Research & Development, 40,000 SF of Office, and 200 Hotel rooms	4,981	Under Review (Opening Day Year 2023)
7	54535	Salk Institute	239,182 SF of Science Complex	1,788	Approved
8	6563	Monte Verde	560 Multiple Dwelling Units	3,360	First Building Opened in Year 2018: Second Building Under Construction
9	127567	Scripps Hospital - La Jolla (Amendment 8)	115,900 SF of Medical Office	2,318	Approved
10	647676	Science Village	Demolition of 138,400 SF of existing R&D area and the construction of 369,878 SF of GFA of R&D area and 24,256 SF of accessory space including shared conference, fitness, retail/market, and food/beverage area.	1,778	Under Review (Opening Day Year 2023)
11	651935	Campus Point Master Plan Update	Demolition of 315,276 SF of scientific research and development area and the construction of 621,032 SF of scientific research and development area and 5,000 SF of accessory amenity area	1,784	Under Review (Opening Day Year 2023)
12	624751	Towne Centre View	Demolition of 199,735 SF of existing building area and the construction of 1,000,000 SF of scientific research and development, laboratory, technology, and office campus	6,461	Under Review (Opening Day Year 2027)
13	667592	UTC Hotel / Apartments	Development of a 217-room, 121,159 SF hotel and a 47,684 SF apartment building with up to 81 dwelling units, including 9 multi-family affordable housing units	2,194	Under Review (Opening Day Year 2023)

Note: a. This list of Cumulative Projects is sourced from a combination of research conducted through the City of San Diego's Open DSD Portal for projects that are reasonably foreseeable to be constructed and operating by the Opening Day Year 2023 of the Campus Point Master Plan and knowledge of projects in the area that have been recently approved and are constructed or occupied. This approach has been followed as a conservative measure for the evaluation of the Campus Point Master Plan Update due to the Year 2015 Existing baseline conditions predating the Mid-Coast Troley project and the time of preparation of this study during the Year 2021.

Appendix H: Near-Term (Opening Day Year 2023 AM/PM Synchro Worksheets

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	220	46	52	409	58	422	69	176	8	40	28
Future Volume (veh/h)	32	220	46	52	409	58	422	69	176	8	40	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.98	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	36	244	51	58	460	65	444	73	185	11	57	40
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.95	0.95	0.95	0.70	0.70	0.70
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	375	1116	228	490	1216	171	578	787	666	525	429	301
Arrive On Green	0.03	0.39	0.39	0.03	0.39	0.39	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1767	2896	593	1767	3094	435	1279	1856	1571	1112	1011	709
Grp Volume(v), veh/h	36	147	148	58	261	264	444	73	185	11	0	97
Grp Sat Flow(s),veh/h/ln	1767	1763	1726	1767	1763	1765	1279	1856	1571	1112	0	1720
Q Serve(g_s), s	1.1	5.0	5.2	1.8	9.6	9.7	29.4	2.1	7.0	0.5	0.0	3.1
Cycle Q Clear(g_c), s	1.1	5.0	5.2	1.8	9.6	9.7	32.5	2.1	7.0	2.7	0.0	3.1
Prop In Lane	1.00		0.34	1.00		0.25	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	375	679	665	490	693	694	578	787	666	525	0	729
V/C Ratio(X)	0.10	0.22	0.22	0.12	0.38	0.38	0.77	0.09	0.28	0.02	0.00	0.13
Avail Cap(c_a), veh/h	582	679	665	683	693	694	578	787	666	525	0	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	18.7	18.7	16.0	19.6	19.6	25.9	15.6	17.0	16.4	0.0	15.9
Incr Delay (d2), s/veh	0.1	0.7	0.8	0.1	1.6	1.6	9.5	0.2	1.0	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.1	2.2	0.7	4.1	4.1	10.0	0.9	2.6	0.1	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	19.4	19.5	16.1	21.2	21.2	35.3	15.9	18.1	16.5	0.0	16.3
LnGrp LOS	B	B	B	B	C	C	D	B	B	B	A	B
Approach Vol, veh/h		331			583			702			108	
Approach Delay, s/veh		19.1			20.7			28.8			16.3	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	39.8		43.3	6.8	40.5		43.3				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		* 4.9				
Max Green Setting (Gmax), s	13.0	34.9		37.9	13.0	34.9		* 38				
Max Q Clear Time (g_c+I1), s	3.8	7.2		34.5	3.1	11.7		5.1				
Green Ext Time (p_c), s	0.1	1.8		1.0	0.0	3.3		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		23.4
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

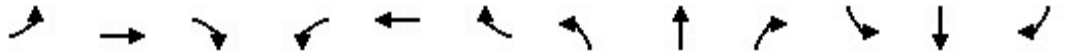
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	680	2	0	138
Future Vol, veh/h	1	0	680	2	0	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	739	2	0	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	815	371	0	0	-	-
Stage 1	740	-	-	-	-	-
Stage 2	75	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	315	626	-	-	0	-
Stage 1	433	-	-	-	0	-
Stage 2	939	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	315	626	-	-	-	-
Mov Cap-2 Maneuver	378	-	-	-	-	-
Stage 1	433	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	378	-
HCM Lane V/C Ratio	-	-	0.003	-
HCM Control Delay (s)	-	-	14.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	1402	83	44	1295	503	36	11	25	64	13	54
Future Volume (veh/h)	168	1402	83	44	1295	503	36	11	25	64	13	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.94	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	177	1476	87	48	1423	553	26	32	28	65	62	81
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.90	0.90	0.90	0.67	0.67	0.67
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	139	3379	1029	83	2206	844	194	204	323	125	131	111
Arrive On Green	0.08	0.67	0.67	0.05	1.00	1.00	0.11	0.11	0.11	0.07	0.07	0.07
Sat Flow, veh/h	1767	5066	1543	3428	3601	1377	1767	1856	2944	1767	1856	1572
Grp Volume(v), veh/h	177	1476	87	48	1333	643	26	32	28	65	62	81
Grp Sat Flow(s),veh/h/ln	1767	1689	1543	1714	1689	1601	1767	1856	1472	1767	1856	1572
Q Serve(g_s), s	11.0	19.2	2.8	1.9	0.0	0.0	1.9	2.2	1.2	5.0	4.5	7.1
Cycle Q Clear(g_c), s	11.0	19.2	2.8	1.9	0.0	0.0	1.9	2.2	1.2	5.0	4.5	7.1
Prop In Lane	1.00		1.00	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	3379	1029	83	2069	981	194	204	323	125	131	111
V/C Ratio(X)	1.27	0.44	0.08	0.58	0.64	0.66	0.13	0.16	0.09	0.52	0.47	0.73
Avail Cap(c_a), veh/h	139	3379	1029	269	2069	981	593	623	988	303	318	270
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.34	0.34	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.5	11.0	8.2	65.9	0.0	0.0	56.3	56.4	56.0	62.8	62.6	63.8
Incr Delay (d2), s/veh	167.9	0.4	0.2	2.2	0.2	0.5	0.3	0.4	0.1	3.4	2.6	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	7.1	1.0	0.9	0.1	0.1	0.9	1.1	0.5	2.4	2.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	232.4	11.4	8.4	68.1	0.2	0.5	56.6	56.8	56.1	66.1	65.2	72.6
LnGrp LOS	F	B	A	E	A	A	E	E	E	E	E	E
Approach Vol, veh/h		1740			2024			86			208	
Approach Delay, s/veh		33.7			1.9			56.5			68.4	
Approach LOS		C			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	97.9		14.4	15.5	90.3		19.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.0	40.0		24.0	11.0	40.0		47.0				
Max Q Clear Time (g_c+I1), s	3.9	21.2		9.1	13.0	2.0		4.2				
Green Ext Time (p_c), s	0.0	10.9		0.8	0.0	22.3		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		20.1	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

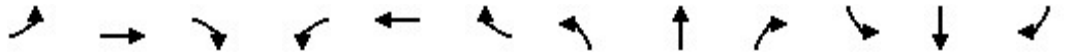
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	402	2	0	650	0	0
Future Vol, veh/h	402	2	0	650	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	437	2	0	707	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	439	0	792	220
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1117	-	326	784
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1117	-	326	784
Mov Cap-2 Maneuver	-	-	-	-	444	-
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1117	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



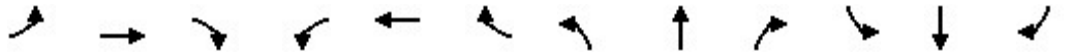
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	105	36	66	125	188	447	1574	437	56	221	78
Future Volume (veh/h)	211	105	36	66	125	188	447	1574	437	56	221	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	257	128	32	75	142	140	471	1657	317	62	243	48
Peak Hour Factor	0.82	0.82	0.82	0.88	0.88	0.88	0.95	0.95	1.00	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	189	666	161	96	326	281	619	1550	683	149	1032	200
Arrive On Green	0.11	0.24	0.24	0.05	0.19	0.19	0.12	0.44	0.44	0.04	0.35	0.35
Sat Flow, veh/h	1767	2800	677	1767	1763	1517	1767	3526	1553	1767	2940	571
Grp Volume(v), veh/h	257	79	81	75	142	140	471	1657	317	62	144	147
Grp Sat Flow(s),veh/h/ln	1767	1763	1714	1767	1763	1517	1767	1763	1553	1767	1763	1748
Q Serve(g_s), s	9.1	3.0	3.2	3.6	6.1	7.0	10.6	37.3	12.2	1.9	4.9	5.1
Cycle Q Clear(g_c), s	9.1	3.0	3.2	3.6	6.1	7.0	10.6	37.3	12.2	1.9	4.9	5.1
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	189	419	408	96	326	281	619	1550	683	149	619	613
V/C Ratio(X)	1.36	0.19	0.20	0.78	0.44	0.50	0.76	1.07	0.46	0.42	0.23	0.24
Avail Cap(c_a), veh/h	189	671	652	158	644	554	619	1550	683	222	619	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	25.8	25.9	39.6	30.7	31.1	17.4	23.8	16.8	21.8	19.5	19.5
Incr Delay (d2), s/veh	191.0	0.2	0.3	5.1	1.6	2.4	5.0	43.9	2.3	0.7	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	1.3	1.3	1.7	2.7	2.7	3.2	23.7	4.5	0.8	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	229.0	26.1	26.2	44.7	32.3	33.5	22.4	67.7	19.0	22.4	20.4	20.5
LnGrp LOS	F	C	C	D	C	C	C	F	B	C	C	C
Approach Vol, veh/h		417			357			2445			353	
Approach Delay, s/veh		151.1			35.4			52.6			20.8	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	43.1	9.0	25.3	15.0	35.6	13.5	20.8
Change Period (Y+Rc), s	4.4	* 5.8	4.4	5.1	4.4	5.8	4.4	* 5.1
Max Green Setting (Gmax), s	6.6	* 34	7.6	32.3	10.6	29.8	9.1	* 31
Max Q Clear Time (g_c+I1), s	3.9	39.3	5.6	5.2	12.6	7.1	11.1	9.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	1.8	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	59.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



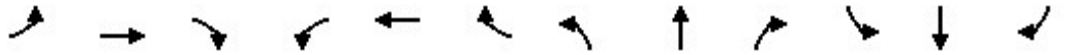
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	1076	123	406	1595	1734	134	221	303	245	38	37
Future Volume (veh/h)	354	1076	123	406	1595	1734	134	221	303	245	38	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	381	1157	132	432	1697	1526	151	248	295	302	47	15
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	358	2257	781	468	2438	1613	201	600	845	357	761	336
Arrive On Green	0.21	0.89	0.89	0.14	0.48	0.48	0.06	0.17	0.17	0.10	0.22	0.22
Sat Flow, veh/h	3428	5066	1546	3428	5066	2753	3428	3526	2743	3428	3526	1557
Grp Volume(v), veh/h	381	1157	132	432	1697	1526	151	248	295	302	47	15
Grp Sat Flow(s),veh/h/ln	1714	1689	1546	1714	1689	1377	1714	1763	1372	1714	1763	1557
Q Serve(g_s), s	14.6	6.4	1.4	17.4	36.6	67.4	6.1	8.8	11.7	12.1	1.5	1.1
Cycle Q Clear(g_c), s	14.6	6.4	1.4	17.4	36.6	67.4	6.1	8.8	11.7	12.1	1.5	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	358	2257	781	468	2438	1613	201	600	845	357	761	336
V/C Ratio(X)	1.07	0.51	0.17	0.92	0.70	0.95	0.75	0.41	0.35	0.85	0.06	0.04
Avail Cap(c_a), veh/h	358	2257	781	468	2438	1613	407	990	1148	651	1234	545
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	55.4	4.6	3.4	59.7	28.3	27.0	64.9	51.8	37.7	61.6	43.6	43.5
Incr Delay (d2), s/veh	63.2	0.7	0.4	23.7	1.7	12.8	2.1	1.1	0.6	2.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	1.6	0.5	9.1	15.1	25.5	2.7	4.0	4.0	5.4	0.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.6	5.3	3.9	83.4	30.0	39.8	67.0	52.9	38.3	63.7	43.7	43.6
LnGrp LOS	F	A	A	F	C	D	E	D	D	E	D	D
Approach Vol, veh/h		1670			3655			694			364	
Approach Delay, s/veh		31.0			40.4			49.8			60.3	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	67.9	12.6	35.5	19.0	72.9	19.0	29.1
Change Period (Y+Rc), s	4.9	5.5	4.4	5.3	4.4	* 5.5	4.4	* 5.3
Max Green Setting (Gmax), s	19.1	35.2	16.6	49.0	14.6	* 40	26.6	* 39
Max Q Clear Time (g_c+I1), s	19.4	8.4	8.1	3.5	16.6	69.4	14.1	13.7
Green Ext Time (p_c), s	0.0	15.4	0.2	0.6	0.0	0.0	0.5	6.1

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Notes

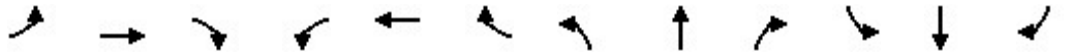
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1223	0	0	2086	503	0	0	0	642	0	1801
Future Volume (veh/h)	0	1223	0	0	2086	503	0	0	0	642	0	1801
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856				1856	0	1856
Adj Flow Rate, veh/h	0	1274	0	0	2267	275				669	0	1303
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92				0.96	0.96	0.96
Percent Heavy Veh, %	0	3	3	0	3	3				3	0	3
Cap, veh/h	0	2301	0	0	2301	1401				1497	0	1209
Arrive On Green	0.00	0.45	0.00	0.00	0.45	0.45				0.44	0.00	0.44
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	1274	0	0	2267	275				669	0	1303
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	22.0	0.0	0.0	53.1	2.8				16.4	0.0	52.4
Cycle Q Clear(g_c), s	0.0	22.0	0.0	0.0	53.1	2.8				16.4	0.0	52.4
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2301	0	0	2301	1401				1497	0	1209
V/C Ratio(X)	0.00	0.55	0.00	0.00	0.99	0.20				0.45	0.00	1.08
Avail Cap(c_a), veh/h	0	2301	0	0	2301	1401				1497	0	1209
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.9	0.0	0.0	32.4	0.9				23.7	0.0	33.8
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	15.6	0.3				0.2	0.0	49.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.9	0.0	0.0	24.3	5.2				6.6	0.0	25.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.8	0.0	0.0	48.0	1.2				23.9	0.0	83.5
LnGrp LOS	A	C	A	A	D	A				C	A	F
Approach Vol, veh/h		1274			2542						1972	
Approach Delay, s/veh		24.8			42.9						63.3	
Approach LOS		C			D						E	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		62.0		58.0		62.0						
Change Period (Y+Rc), s		7.5		5.6		7.5						
Max Green Setting (Gmax), s		54.5		52.4		54.5						
Max Q Clear Time (g_c+I1), s		24.0		54.4		55.1						
Green Ext Time (p_c), s		11.4		0.0		0.0						

Intersection Summary		
HCM 6th Ctrl Delay	45.9	
HCM 6th LOS	D	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	229	408	265	235	21	70	20	37	10	86	31
Future Volume (veh/h)	17	229	408	265	235	21	70	20	37	10	86	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.99	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	20	276	492	288	255	23	92	26	49	13	110	40
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.76	0.76	0.76	0.78	0.78	0.78
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	481	615	530	318	1494	134	471	713	601	563	497	181
Arrive On Green	0.02	0.35	0.35	0.12	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1767	1763	1518	1767	3271	293	1220	1856	1564	1308	1295	471
Grp Volume(v), veh/h	20	276	492	288	136	142	92	26	49	13	0	150
Grp Sat Flow(s),veh/h/ln	1767	1763	1518	1767	1763	1801	1220	1856	1564	1308	0	1766
Q Serve(g_s), s	0.7	12.1	31.2	10.4	4.6	4.6	5.5	0.9	2.0	0.6	0.0	5.7
Cycle Q Clear(g_c), s	0.7	12.1	31.2	10.4	4.6	4.6	11.2	0.9	2.0	1.5	0.0	5.7
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	481	615	530	318	805	823	471	713	601	563	0	678
V/C Ratio(X)	0.04	0.45	0.93	0.90	0.17	0.17	0.20	0.04	0.08	0.02	0.00	0.22
Avail Cap(c_a), veh/h	681	615	530	327	805	823	471	713	601	563	0	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.3	25.1	31.3	23.8	16.0	16.0	24.5	19.2	19.6	19.7	0.0	20.7
Incr Delay (d2), s/veh	0.0	2.4	24.9	26.8	0.5	0.5	0.9	0.1	0.3	0.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.4	14.7	6.2	1.9	2.0	1.7	0.4	0.8	0.2	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	27.5	56.3	50.6	16.4	16.5	25.4	19.3	19.8	19.8	0.0	21.5
LnGrp LOS	C	C	E	D	B	B	C	B	B	B	A	C
Approach Vol, veh/h		788			566			167			163	
Approach Delay, s/veh		45.3			33.8			22.8			21.3	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.9	39.8		43.3	6.1	50.6		43.3				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		* 4.9				
Max Green Setting (Gmax), s	13.0	34.9		37.9	13.0	34.9		* 38				
Max Q Clear Time (g_c+I1), s	12.4	33.2		13.2	2.7	6.6		7.7				
Green Ext Time (p_c), s	0.1	0.9		0.6	0.0	1.6		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			36.9									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

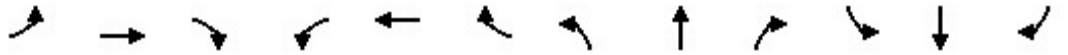
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	189	0	0	759
Future Vol, veh/h	0	0	189	0	0	759
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	205	0	0	825

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	618	103	0	0	205	0
Stage 1	205	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	421	932	-	-	1364	-
Stage 1	809	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	421	932	-	-	1364	-
Mov Cap-2 Maneuver	511	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	636	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1364	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	918	292	167	1888	92	236	9	199	393	48	323
Future Volume (veh/h)	88	918	292	167	1888	92	236	9	199	393	48	323
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	91	946	301	170	1927	94	278	0	229	555	-29	404
Peak Hour Factor	0.97	0.97	0.97	0.98	0.98	0.98	0.87	0.87	0.87	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	88	2179	664	215	2190	107	697	0	575	672	0	318
Arrive On Green	0.05	0.43	0.43	0.13	0.89	0.89	0.20	0.00	0.20	0.19	0.00	0.19
Sat Flow, veh/h	1767	5066	1544	3428	4946	241	3534	0	2917	3534	-120	1674
Grp Volume(v), veh/h	91	946	301	170	1314	707	278	0	229	555	0	375
Grp Sat Flow(s),veh/h/ln	1767	1689	1544	1714	1689	1810	1767	0	1458	1767	0	1554
Q Serve(g_s), s	7.5	19.6	20.7	7.2	30.2	30.7	10.3	0.0	10.3	22.6	0.0	28.5
Cycle Q Clear(g_c), s	7.5	19.6	20.7	7.2	30.2	30.7	10.3	0.0	10.3	22.6	0.0	28.5
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		1.08
Lane Grp Cap(c), veh/h	88	2179	664	215	1495	801	697	0	575	672	0	295
V/C Ratio(X)	1.03	0.43	0.45	0.79	0.88	0.88	0.40	0.00	0.40	0.83	0.00	1.27
Avail Cap(c_a), veh/h	88	2179	664	297	1495	801	966	0	797	672	0	295
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.62	0.62	0.62	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.2	30.0	30.3	64.7	6.5	6.5	52.4	0.0	52.4	58.4	0.0	59.6
Incr Delay (d2), s/veh	104.1	0.6	2.2	6.1	4.1	7.5	0.4	0.0	0.4	8.4	0.0	145.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	8.2	8.2	3.2	3.8	4.9	4.6	0.0	3.8	10.9	0.0	23.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	175.4	30.6	32.5	70.8	10.6	14.0	52.8	0.0	52.9	66.8	0.0	205.1
LnGrp LOS	F	C	C	E	B	B	D	A	D	E	A	F
Approach Vol, veh/h		1338			2191			507			930	
Approach Delay, s/veh		40.9			16.4			52.8			122.5	
Approach LOS		D			B			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	69.0		33.0	12.0	70.9		34.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	13.0	49.5		28.5	7.5	55.0		41.0				
Max Q Clear Time (g_c+I1), s	9.2	22.7		30.5	9.5	32.7		12.3				
Green Ext Time (p_c), s	0.2	9.0		0.0	0.0	15.7		2.0				

Intersection Summary			
HCM 6th Ctrl Delay		46.6	
HCM 6th LOS		D	

Notes

User approved volume balancing among the lanes for turning movement.

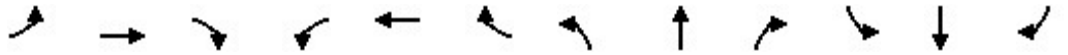
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	276	0	0	608	0	2
Future Vol, veh/h	276	0	0	608	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	300	0	0	661	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	300	0	631	150
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	331	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1258	-	413	870
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	700	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1258	-	413	870
Mov Cap-2 Maneuver	-	-	-	-	514	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	700	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	870	-	-	1258	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	9.1	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-



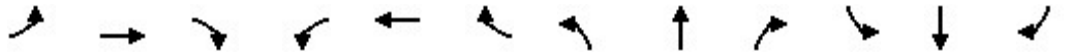
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	48	143	432	270	38	193	209	77	39	1208	145
Future Volume (veh/h)	52	48	143	432	270	38	193	209	77	39	1208	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	59	55	82	470	293	30	212	230	41	44	1373	154
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	75	257	221	300	880	89	193	1431	633	544	1213	135
Arrive On Green	0.04	0.15	0.15	0.17	0.27	0.27	0.06	0.41	0.41	0.03	0.38	0.38
Sat Flow, veh/h	1767	1763	1517	1767	3228	328	1767	3526	1559	1767	3197	356
Grp Volume(v), veh/h	59	55	82	470	159	164	212	230	41	44	753	774
Grp Sat Flow(s),veh/h/ln	1767	1763	1517	1767	1763	1793	1767	1763	1559	1767	1763	1790
Q Serve(g_s), s	2.6	2.2	3.9	13.5	5.7	5.8	4.6	3.3	1.3	1.2	30.2	30.2
Cycle Q Clear(g_c), s	2.6	2.2	3.9	13.5	5.7	5.8	4.6	3.3	1.3	1.2	30.2	30.2
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	75	257	221	300	481	489	193	1431	633	544	669	679
V/C Ratio(X)	0.78	0.21	0.37	1.57	0.33	0.34	1.10	0.16	0.06	0.08	1.13	1.14
Avail Cap(c_a), veh/h	302	709	610	300	711	723	193	1431	633	577	669	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	30.0	30.7	33.1	23.1	23.2	22.6	15.0	14.4	14.2	24.7	24.7
Incr Delay (d2), s/veh	6.4	0.5	1.2	271.4	0.7	0.7	94.5	0.2	0.2	0.0	75.1	79.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.9	1.5	28.2	2.4	2.5	7.1	1.3	0.5	0.5	25.6	26.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	30.4	31.9	304.5	23.9	23.9	117.1	15.3	14.6	14.2	99.8	104.5
LnGrp LOS	D	C	C	F	C	C	F	B	B	B	F	F
Approach Vol, veh/h		196			793			483			1571	
Approach Delay, s/veh		35.2			190.2			59.9			99.7	
Approach LOS		D			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	38.1	17.9	16.7	9.0	36.0	7.8	26.8
Change Period (Y+Rc), s	4.4	* 5.8	4.4	5.1	4.4	5.8	4.4	* 5.1
Max Green Setting (Gmax), s	4.0	* 31	13.5	32.0	4.6	30.2	13.6	* 32
Max Q Clear Time (g_c+I1), s	3.2	5.3	15.5	5.9	6.6	32.2	4.6	7.8
Green Ext Time (p_c), s	0.0	1.9	0.0	0.9	0.0	0.0	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	112.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



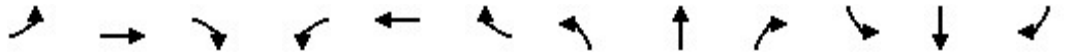
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1370	189	522	1796	359	222	63	627	1151	253	177
Future Volume (veh/h)	29	1370	189	522	1796	359	222	63	627	1151	253	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	33	1557	215	538	1852	200	236	67	582	1187	261	69
Peak Hour Factor	0.88	0.88	0.88	0.97	0.97	0.97	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	68	1346	548	459	1941	1691	286	796	987	825	1350	589
Arrive On Green	0.04	0.53	0.53	0.13	0.38	0.38	0.08	0.23	0.23	0.24	0.38	0.38
Sat Flow, veh/h	3428	5066	1567	3428	5066	2675	3428	3526	2732	3428	3526	1537
Grp Volume(v), veh/h	33	1557	215	538	1852	200	236	67	582	1187	261	69
Grp Sat Flow(s),veh/h/ln	1714	1689	1567	1714	1689	1338	1714	1763	1366	1714	1763	1537
Q Serve(g_s), s	1.4	39.9	11.8	20.1	53.3	4.6	10.2	2.3	26.0	36.1	7.4	4.4
Cycle Q Clear(g_c), s	1.4	39.9	11.8	20.1	53.3	4.6	10.2	2.3	26.0	36.1	7.4	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	1346	548	459	1941	1691	286	796	987	825	1350	589
V/C Ratio(X)	0.48	1.16	0.39	1.17	0.95	0.12	0.82	0.08	0.59	1.44	0.19	0.12
Avail Cap(c_a), veh/h	117	1346	548	459	1941	1691	597	917	1081	825	1350	589
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	71.3	35.1	22.7	64.9	45.0	11.5	67.7	45.8	39.1	56.9	30.9	29.9
Incr Delay (d2), s/veh	1.6	77.8	1.7	98.1	12.2	0.1	2.3	0.1	1.4	198.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	22.8	3.9	15.1	24.4	1.4	4.6	1.0	9.0	38.3	3.2	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	112.9	24.4	163.0	57.2	11.6	70.0	45.9	40.5	255.0	30.9	29.9
LnGrp LOS	E	F	C	F	E	B	E	D	D	F	C	C
Approach Vol, veh/h		1805			2590			885			1517	
Approach Delay, s/veh		101.6			75.6			48.8			206.2	
Approach LOS		F			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	45.4	16.9	62.7	7.4	63.0	40.5	39.1
Change Period (Y+Rc), s	4.9	5.5	4.4	5.3	4.4	* 5.5	4.4	* 5.3
Max Green Setting (Gmax), s	20.1	35.0	26.1	48.7	5.1	* 51	36.1	* 39
Max Q Clear Time (g_c+I1), s	22.1	41.9	12.2	9.4	3.4	55.3	38.1	28.0
Green Ext Time (p_c), s	0.0	0.0	0.4	3.6	0.0	0.0	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	108.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2240	0	0	1922	589	0	0	0	156	0	806
Future Volume (veh/h)	0	2240	0	0	1922	589	0	0	0	156	0	806
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856				1856	0	1856
Adj Flow Rate, veh/h	0	2333	0	0	1981	607				173	0	890
Peak Hour Factor	0.96	0.96	0.96	0.97	0.97	0.97				0.90	0.90	0.90
Percent Heavy Veh, %	0	3	3	0	3	3				3	0	3
Cap, veh/h	0	2777	0	0	2777	1423				1223	0	987
Arrive On Green	0.00	0.55	0.00	0.00	0.55	0.55				0.36	0.00	0.36
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	2333	0	0	1981	607				173	0	890
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	53.2	0.0	0.0	40.0	8.2				4.7	0.0	42.1
Cycle Q Clear(g_c), s	0.0	53.2	0.0	0.0	40.0	8.2				4.7	0.0	42.1
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2777	0	0	2777	1423				1223	0	987
V/C Ratio(X)	0.00	0.84	0.00	0.00	0.71	0.43				0.14	0.00	0.90
Avail Cap(c_a), veh/h	0	2777	0	0	2777	1423				1973	0	1592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.1	0.0	0.0	23.1	1.0				30.1	0.0	42.1
Incr Delay (d2), s/veh	0.0	3.3	0.0	0.0	1.6	0.9				0.1	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.6	0.0	0.0	16.1	14.6				2.0	0.0	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.4	0.0	0.0	24.7	1.9				30.1	0.0	46.7
LnGrp LOS	A	C	A	A	C	A				C	A	D
Approach Vol, veh/h		2333			2588						1063	
Approach Delay, s/veh		29.4			19.4						44.0	
Approach LOS		C			B						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		83.2		54.8		83.2						
Change Period (Y+Rc), s		7.5		5.6		7.5						
Max Green Setting (Gmax), s		45.5		79.4		45.5						
Max Q Clear Time (g_c+I1), s		55.2		44.1		42.0						
Green Ext Time (p_c), s		0.0		5.2		3.2						

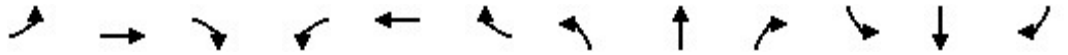
Intersection Summary												
HCM 6th Ctrl Delay			27.6									
HCM 6th LOS			C									

Notes

User approved pedestrian interval to be less than phase max green.

Appendix I: Near-Term (Opening Day Year 2023) With Project AM/PM Synchro Worksheets

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	226	59	52	410	58	423	69	176	8	40	28
Future Volume (veh/h)	32	226	59	52	410	58	423	69	176	8	40	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.98	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	36	251	66	58	461	65	445	73	185	11	57	40
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.95	0.95	0.95	0.70	0.70	0.70
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	376	1068	274	480	1223	171	575	783	663	522	426	299
Arrive On Green	0.03	0.39	0.39	0.03	0.40	0.40	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1767	2757	707	1767	3095	434	1279	1856	1571	1112	1011	709
Grp Volume(v), veh/h	36	158	159	58	261	265	445	73	185	11	0	97
Grp Sat Flow(s),veh/h/ln	1767	1763	1701	1767	1763	1766	1279	1856	1571	1112	0	1720
Q Serve(g_s), s	1.1	5.5	5.7	1.8	9.5	9.7	29.6	2.1	7.0	0.5	0.0	3.1
Cycle Q Clear(g_c), s	1.1	5.5	5.7	1.8	9.5	9.7	32.8	2.1	7.0	2.7	0.0	3.1
Prop In Lane	1.00		0.42	1.00		0.25	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	376	683	659	480	697	698	575	783	663	522	0	725
V/C Ratio(X)	0.10	0.23	0.24	0.12	0.38	0.38	0.77	0.09	0.28	0.02	0.00	0.13
Avail Cap(c_a), veh/h	584	683	659	673	697	698	575	783	663	522	0	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	18.7	18.7	15.9	19.5	19.5	26.1	15.8	17.2	16.6	0.0	16.0
Incr Delay (d2), s/veh	0.1	0.8	0.9	0.1	1.5	1.6	9.8	0.2	1.0	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.3	2.3	0.7	4.1	4.1	10.1	0.9	2.6	0.1	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	19.5	19.6	16.0	21.0	21.1	35.9	16.0	18.2	16.6	0.0	16.4
LnGrp LOS	B	B	B	B	C	C	D	B	B	B	A	B
Approach Vol, veh/h		353			584			703			108	
Approach Delay, s/veh		19.2			20.5			29.2			16.5	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	40.0		43.1	6.8	40.7		43.1				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		* 4.9				
Max Green Setting (Gmax), s	13.0	35.1		37.7	13.0	35.1		* 38				
Max Q Clear Time (g_c+I1), s	3.8	7.7		34.8	3.1	11.7		5.1				
Green Ext Time (p_c), s	0.1	1.9		0.9	0.0	3.3		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		23.5	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

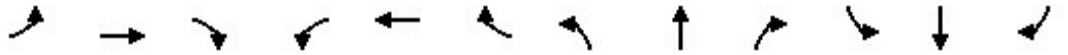
Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	1	682	89	13	138
Future Vol, veh/h	10	1	682	89	13	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1	741	97	14	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	893	419	0	0	838	0
Stage 1	790	-	-	-	-	-
Stage 2	103	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	281	583	-	-	792	-
Stage 1	408	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	276	583	-	-	792	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	400	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	359	792	-
HCM Lane V/C Ratio	-	-	0.033	0.018	-
HCM Control Delay (s)	-	-	15.4	9.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	1402	83	44	1295	550	36	18	25	69	14	58
Future Volume (veh/h)	203	1402	83	44	1295	550	36	18	25	69	14	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.94	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	214	1476	87	48	1423	604	30	34	28	70	67	87
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.90	0.90	0.90	0.67	0.67	0.67
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	139	3353	1021	83	2130	885	196	205	326	132	139	117
Arrive On Green	0.08	0.66	0.66	0.05	1.00	1.00	0.11	0.11	0.11	0.07	0.07	0.07
Sat Flow, veh/h	1767	5066	1543	3428	3507	1457	1767	1856	2945	1767	1856	1572
Grp Volume(v), veh/h	214	1476	87	48	1369	658	30	34	28	70	67	87
Grp Sat Flow(s),veh/h/ln	1767	1689	1543	1714	1689	1586	1767	1856	1473	1767	1856	1572
Q Serve(g_s), s	11.0	19.5	2.8	1.9	0.0	0.0	2.1	2.3	1.2	5.3	4.9	7.6
Cycle Q Clear(g_c), s	11.0	19.5	2.8	1.9	0.0	0.0	2.1	2.3	1.2	5.3	4.9	7.6
Prop In Lane	1.00		1.00	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	3353	1021	83	2051	964	196	205	326	132	139	117
V/C Ratio(X)	1.54	0.44	0.09	0.58	0.67	0.68	0.15	0.17	0.09	0.53	0.48	0.74
Avail Cap(c_a), veh/h	139	3353	1021	269	2051	964	593	623	989	303	318	270
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.52	0.52	0.52	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.5	11.3	8.5	65.9	0.0	0.0	56.3	56.4	55.9	62.4	62.2	63.4
Incr Delay (d2), s/veh	276.1	0.4	0.2	3.3	0.4	1.0	0.4	0.4	0.1	3.3	2.6	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.6	7.3	1.0	0.9	0.1	0.3	1.0	1.1	0.5	2.5	2.4	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	340.6	11.7	8.6	69.2	0.4	1.0	56.7	56.8	56.0	65.7	64.8	72.3
LnGrp LOS	F	B	A	E	A	A	E	E	E	E	E	E
Approach Vol, veh/h		1777			2075			92			224	
Approach Delay, s/veh		51.2			2.2			56.5			68.0	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	97.2		15.0	15.5	89.5		20.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.0	40.0		24.0	11.0	40.0		47.0				
Max Q Clear Time (g_c+I1), s	3.9	21.5		9.6	13.0	2.0		4.3				
Green Ext Time (p_c), s	0.0	10.8		0.9	0.0	23.1		0.4				

Intersection Summary		
HCM 6th Ctrl Delay	27.8	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

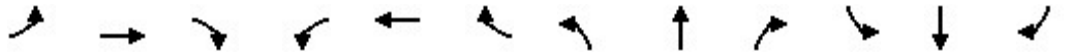
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	404	6	38	650	1	4
Future Vol, veh/h	404	6	38	650	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	439	7	41	707	1	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	446	0	879	223
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	436	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1111	-	287	780
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	619	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1111	-	269	780
Mov Cap-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	619	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	648	-	-	1111	-
HCM Lane V/C Ratio	0.008	-	-	0.037	-
HCM Control Delay (s)	10.6	-	-	8.4	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-



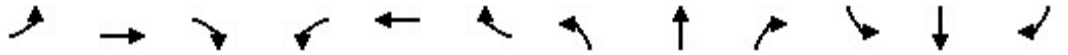
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	105	39	66	129	188	478	1574	437	56	221	81
Future Volume (veh/h)	211	105	39	66	129	188	478	1574	437	56	221	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	257	128	48	75	147	214	503	1657	437	62	243	89
Peak Hour Factor	0.82	0.82	0.82	0.88	0.88	0.88	0.95	0.95	1.00	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	151	639	228	96	391	338	583	1537	677	143	895	319
Arrive On Green	0.09	0.25	0.25	0.05	0.22	0.22	0.12	0.44	0.44	0.04	0.35	0.35
Sat Flow, veh/h	1767	2528	903	1767	1763	1523	1767	3526	1553	1767	2542	905
Grp Volume(v), veh/h	257	87	89	75	147	214	503	1657	437	62	166	166
Grp Sat Flow(s),veh/h/ln	1767	1763	1668	1767	1763	1523	1767	1763	1553	1767	1763	1684
Q Serve(g_s), s	7.6	3.5	3.7	3.7	6.3	11.3	10.6	38.8	19.6	2.0	6.0	6.3
Cycle Q Clear(g_c), s	7.6	3.5	3.7	3.7	6.3	11.3	10.6	38.8	19.6	2.0	6.0	6.3
Prop In Lane	1.00		0.54	1.00		1.00	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	151	446	422	96	391	338	583	1537	677	143	621	593
V/C Ratio(X)	1.70	0.20	0.21	0.78	0.38	0.63	0.86	1.08	0.65	0.43	0.27	0.28
Avail Cap(c_a), veh/h	151	656	621	105	615	531	583	1537	677	182	621	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	26.1	26.2	41.5	29.4	31.3	21.0	25.1	19.7	22.8	20.6	20.7
Incr Delay (d2), s/veh	342.3	0.2	0.3	25.1	1.1	3.5	12.1	47.2	4.7	0.8	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.6	1.5	1.5	2.3	2.7	4.4	6.4	25.1	7.6	0.8	2.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	382.9	26.3	26.5	66.6	30.4	34.8	33.1	72.2	24.4	23.6	21.7	21.9
LnGrp LOS	F	C	C	E	C	C	C	F	C	C	C	C
Approach Vol, veh/h		433			436			2597			394	
Approach Delay, s/veh		238.0			38.8			56.6			22.1	
Approach LOS		F			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	44.6	9.2	27.6	15.0	37.1	12.0	24.8
Change Period (Y+Rc), s	4.4	* 5.8	4.4	5.1	4.4	5.8	4.4	* 5.1
Max Green Setting (Gmax), s	5.1	* 37	5.3	33.1	10.6	31.3	7.6	* 31
Max Q Clear Time (g_c+I1), s	4.0	40.8	5.7	5.7	12.6	8.3	9.6	13.3
Green Ext Time (p_c), s	0.0	0.0	0.0	1.1	0.0	2.1	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	71.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



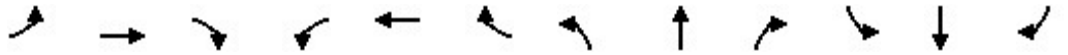
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	1081	123	406	1639	1765	137	224	303	248	38	37
Future Volume (veh/h)	354	1081	123	406	1639	1765	137	224	303	248	38	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	381	1162	132	432	1744	1612	154	252	284	306	47	27
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	416	2344	809	404	2344	1560	204	608	799	355	762	337
Arrive On Green	0.24	0.93	0.93	0.12	0.46	0.46	0.06	0.17	0.17	0.10	0.22	0.22
Sat Flow, veh/h	3428	5066	1546	3428	5066	2753	3428	3526	2744	3428	3526	1557
Grp Volume(v), veh/h	381	1162	132	432	1744	1612	154	252	284	306	47	27
Grp Sat Flow(s),veh/h/ln	1714	1689	1546	1714	1689	1376	1714	1763	1372	1714	1763	1557
Q Serve(g_s), s	15.1	4.4	1.0	16.5	39.5	64.8	6.2	8.9	11.5	12.3	1.5	1.9
Cycle Q Clear(g_c), s	15.1	4.4	1.0	16.5	39.5	64.8	6.2	8.9	11.5	12.3	1.5	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	2344	809	404	2344	1560	204	608	799	355	762	337
V/C Ratio(X)	0.92	0.50	0.16	1.07	0.74	1.03	0.75	0.41	0.36	0.86	0.06	0.08
Avail Cap(c_a), veh/h	416	2344	809	404	2344	1560	416	1259	1306	416	1252	553
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	52.3	3.0	2.2	61.8	30.8	30.4	64.8	51.6	39.3	61.8	43.6	43.8
Incr Delay (d2), s/veh	22.0	0.7	0.4	64.4	2.2	31.8	2.1	1.1	0.6	13.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	1.1	0.4	10.8	16.4	32.1	2.8	4.1	4.0	6.0	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.3	3.6	2.6	126.2	33.0	62.2	67.0	52.7	40.0	74.8	43.6	43.9
LnGrp LOS	E	A	A	F	C	F	E	D	D	E	D	D
Approach Vol, veh/h		1675			3788			690			380	
Approach Delay, s/veh		19.6			56.1			50.6			68.7	
Approach LOS		B			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.4	70.3	12.7	35.6	21.4	70.3	18.9	29.4
Change Period (Y+Rc), s	4.9	5.5	4.4	5.3	4.4	* 5.5	4.4	* 5.3
Max Green Setting (Gmax), s	16.5	36.7	17.0	49.7	17.0	* 37	17.0	* 50
Max Q Clear Time (g_c+I1), s	18.5	6.4	8.2	3.9	17.1	66.8	14.3	13.5
Green Ext Time (p_c), s	0.0	16.6	0.2	0.7	0.0	0.0	0.2	6.7

Intersection Summary	
HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Notes

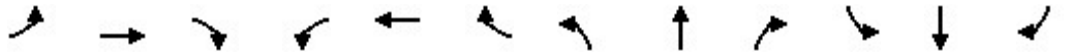
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1226	0	0	2149	503	0	0	0	642	0	1813
Future Volume (veh/h)	0	1226	0	0	2149	503	0	0	0	642	0	1813
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856				1856	0	1856
Adj Flow Rate, veh/h	0	1277	0	0	2336	275				669	0	1316
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92				0.96	0.96	0.96
Percent Heavy Veh, %	0	3	3	0	3	3				3	0	3
Cap, veh/h	0	2174	0	0	2174	1401				1583	0	1278
Arrive On Green	0.00	0.43	0.00	0.00	0.43	0.43				0.46	0.00	0.46
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	1277	0	0	2336	275				669	0	1316
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	23.1	0.0	0.0	51.5	2.8				15.7	0.0	55.4
Cycle Q Clear(g_c), s	0.0	23.1	0.0	0.0	51.5	2.8				15.7	0.0	55.4
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2174	0	0	2174	1401				1583	0	1278
V/C Ratio(X)	0.00	0.59	0.00	0.00	1.07	0.20				0.42	0.00	1.03
Avail Cap(c_a), veh/h	0	2174	0	0	2174	1401				1583	0	1278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.1	0.0	0.0	34.3	0.9				21.6	0.0	32.3
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	42.9	0.3				0.2	0.0	33.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.4	0.0	0.0	29.1	5.5				6.3	0.0	23.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.3	0.0	0.0	77.1	1.2				21.8	0.0	65.5
LnGrp LOS	A	C	A	A	F	A				C	A	F
Approach Vol, veh/h		1277			2611						1985	
Approach Delay, s/veh		27.3			69.1						50.7	
Approach LOS		C			E						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		59.0		61.0		59.0						
Change Period (Y+Rc), s		7.5		5.6		7.5						
Max Green Setting (Gmax), s		51.5		55.4		51.5						
Max Q Clear Time (g_c+I1), s		25.1		57.4		53.5						
Green Ext Time (p_c), s		10.8		0.0		0.0						

Intersection Summary												
HCM 6th Ctrl Delay			53.8									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	230	410	265	241	21	83	20	37	10	86	31
Future Volume (veh/h)	17	230	410	265	241	21	83	20	37	10	86	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.99	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	20	277	494	288	262	23	109	26	49	13	110	40
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.76	0.76	0.76	0.78	0.78	0.78
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	478	615	529	318	1500	131	470	712	600	562	497	181
Arrive On Green	0.02	0.35	0.35	0.13	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1767	1763	1518	1767	3279	286	1220	1856	1564	1308	1295	471
Grp Volume(v), veh/h	20	277	494	288	140	145	109	26	49	13	0	150
Grp Sat Flow(s),veh/h/ln	1767	1763	1518	1767	1763	1802	1220	1856	1564	1308	0	1766
Q Serve(g_s), s	0.7	12.2	31.5	10.6	4.7	4.8	6.6	0.9	2.0	0.6	0.0	5.7
Cycle Q Clear(g_c), s	0.7	12.2	31.5	10.6	4.7	4.8	12.3	0.9	2.0	1.5	0.0	5.7
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	478	615	529	318	806	824	470	712	600	562	0	677
V/C Ratio(X)	0.04	0.45	0.93	0.91	0.17	0.18	0.23	0.04	0.08	0.02	0.00	0.22
Avail Cap(c_a), veh/h	678	615	529	325	806	824	470	712	600	562	0	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	25.2	31.5	24.1	16.0	16.0	24.9	19.3	19.6	19.8	0.0	20.8
Incr Delay (d2), s/veh	0.0	2.4	25.7	27.1	0.5	0.5	1.2	0.1	0.3	0.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.4	14.9	6.2	2.0	2.0	2.0	0.4	0.8	0.2	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	27.6	57.2	51.2	16.5	16.5	26.1	19.4	19.9	19.8	0.0	21.5
LnGrp LOS	C	C	E	D	B	B	C	B	B	B	A	C
Approach Vol, veh/h		791			573			184			163	
Approach Delay, s/veh		45.9			33.9			23.5			21.4	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	39.8		43.3	6.1	50.7		43.3				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		* 4.9				
Max Green Setting (Gmax), s	13.0	34.9		37.9	13.0	34.9		* 38				
Max Q Clear Time (g_c+I1), s	12.6	33.5		14.3	2.7	6.8		7.7				
Green Ext Time (p_c), s	0.0	0.8		0.6	0.0	1.7		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			37.1									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

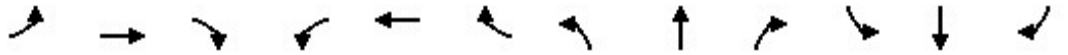
Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	90	13	189	10	2	759
Future Vol, veh/h	90	13	189	10	2	759
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	14	205	11	2	825

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	628	108	0	0	216	0
Stage 1	211	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	415	925	-	-	1351	-
Stage 1	804	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	414	925	-	-	1351	-
Mov Cap-2 Maneuver	505	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	633	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	536	1351	-
HCM Lane V/C Ratio	-	-	0.209	0.002	-
HCM Control Delay (s)	-	-	13.5	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	918	292	167	1888	97	236	10	199	440	55	359
Future Volume (veh/h)	92	918	292	167	1888	97	236	10	199	440	55	359
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	95	946	301	170	1927	99	279	0	229	621	-30	449
Peak Hour Factor	0.97	0.97	0.97	0.98	0.98	0.98	0.87	0.87	0.87	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	116	2110	643	215	2041	105	698	0	576	719	0	339
Arrive On Green	0.07	0.42	0.42	0.13	0.83	0.83	0.20	0.00	0.20	0.20	0.00	0.20
Sat Flow, veh/h	1767	5066	1544	3428	4932	253	3534	0	2917	3534	-111	1667
Grp Volume(v), veh/h	95	946	301	170	1318	708	279	0	229	621	0	419
Grp Sat Flow(s),veh/h/ln	1767	1689	1544	1714	1689	1807	1767	0	1458	1767	0	1556
Q Serve(g_s), s	8.0	20.1	21.2	7.2	46.0	46.8	10.3	0.0	10.3	25.5	0.0	30.5
Cycle Q Clear(g_c), s	8.0	20.1	21.2	7.2	46.0	46.8	10.3	0.0	10.3	25.5	0.0	30.5
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		1.07
Lane Grp Cap(c), veh/h	116	2110	643	215	1397	748	698	0	576	719	0	316
V/C Ratio(X)	0.82	0.45	0.47	0.79	0.94	0.95	0.40	0.00	0.40	0.86	0.00	1.32
Avail Cap(c_a), veh/h	147	2110	643	309	1397	748	1001	0	826	719	0	316
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.2	31.4	31.7	64.6	11.5	11.6	52.4	0.0	52.4	57.7	0.0	58.7
Incr Delay (d2), s/veh	24.4	0.7	2.4	5.4	8.8	14.8	0.4	0.0	0.4	10.7	0.0	166.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	8.4	8.4	3.2	6.4	8.2	4.7	0.0	3.8	12.5	0.0	26.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.6	32.1	34.2	70.0	20.4	26.4	52.8	0.0	52.9	68.4	0.0	225.2
LnGrp LOS	F	C	C	E	C	C	D	A	D	E	A	F
Approach Vol, veh/h		1342			2196			508			1040	
Approach Delay, s/veh		36.9			26.2			52.8			131.6	
Approach LOS		D			C			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	67.0		35.0	14.3	66.6		34.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	13.5	45.5		30.5	12.5	46.5		42.5				
Max Q Clear Time (g_c+I1), s	9.2	23.2		32.5	10.0	48.8		12.3				
Green Ext Time (p_c), s	0.2	8.4		0.0	0.0	0.0		2.1				

Intersection Summary			
HCM 6th Ctrl Delay		53.2	
HCM 6th LOS		D	

Notes

User approved volume balancing among the lanes for turning movement.

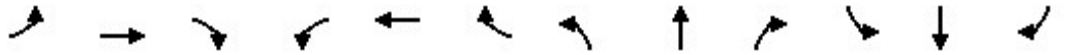
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	276	1	4	608	6	38
Future Vol, veh/h	276	1	4	608	6	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	300	1	4	661	7	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	301	0	640	151
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	339	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1257	-	408	868
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	693	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1257	-	406	868
Mov Cap-2 Maneuver	-	-	-	-	507	-
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	693	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	791	-	-	1257	-
HCM Lane V/C Ratio	0.06	-	-	0.003	-
HCM Control Delay (s)	9.8	-	-	7.9	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-



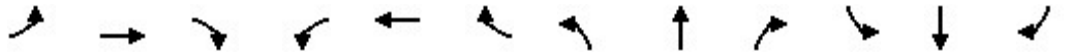
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	52	174	432	271	38	197	209	77	39	1208	145
Future Volume (veh/h)	55	52	174	432	271	38	197	209	77	39	1208	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	62	59	141	470	295	30	216	230	58	44	1373	148
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	79	311	269	205	801	81	196	1544	683	571	1306	140
Arrive On Green	0.04	0.18	0.18	0.12	0.25	0.25	0.06	0.44	0.44	0.03	0.41	0.41
Sat Flow, veh/h	1767	1763	1524	1767	3230	326	1767	3526	1560	1767	3211	344
Grp Volume(v), veh/h	62	59	141	470	160	165	216	230	58	44	750	771
Grp Sat Flow(s),veh/h/ln	1767	1763	1524	1767	1763	1793	1767	1763	1560	1767	1763	1792
Q Serve(g_s), s	2.9	2.4	6.9	9.6	6.2	6.3	5.1	3.2	1.8	1.2	33.6	33.6
Cycle Q Clear(g_c), s	2.9	2.4	6.9	9.6	6.2	6.3	5.1	3.2	1.8	1.2	33.6	33.6
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	79	311	269	205	437	444	196	1544	683	571	717	729
V/C Ratio(X)	0.78	0.19	0.52	2.29	0.37	0.37	1.10	0.15	0.08	0.08	1.05	1.06
Avail Cap(c_a), veh/h	193	683	590	205	700	712	196	1544	683	625	717	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	29.0	30.9	36.5	25.7	25.7	21.1	14.0	13.6	13.4	24.5	24.5
Incr Delay (d2), s/veh	6.1	0.3	1.8	594.7	0.9	0.9	93.6	0.2	0.2	0.0	46.2	49.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.0	2.6	38.0	2.6	2.7	7.1	1.3	0.6	0.5	22.1	23.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	29.3	32.6	631.2	26.6	26.6	114.7	14.2	13.8	13.4	70.7	74.0
LnGrp LOS	D	C	C	F	C	C	F	B	B	B	F	F
Approach Vol, veh/h		262			795			504			1565	
Approach Delay, s/veh		34.8			384.0			57.2			70.7	
Approach LOS		C			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	42.0	14.0	19.7	9.5	39.4	8.1	25.6
Change Period (Y+Rc), s	4.4	* 5.8	4.4	5.1	4.4	5.8	4.4	* 5.1
Max Green Setting (Gmax), s	5.1	* 34	9.6	32.0	5.1	33.6	9.0	* 33
Max Q Clear Time (g_c+I1), s	3.2	5.2	11.6	8.9	7.1	35.6	4.9	8.3
Green Ext Time (p_c), s	0.0	2.0	0.0	1.3	0.0	0.0	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	145.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



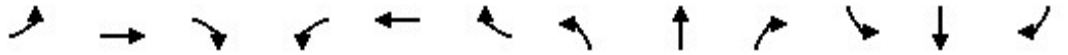
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1417	192	522	1801	363	222	63	627	1179	256	177
Future Volume (veh/h)	29	1417	192	522	1801	363	222	63	627	1179	256	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	33	1610	218	538	1857	199	236	67	582	1215	264	69
Peak Hour Factor	0.88	0.88	0.88	0.97	0.97	0.97	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	68	1476	586	345	1901	1679	283	811	907	837	1381	602
Arrive On Green	0.03	0.39	0.39	0.10	0.38	0.38	0.08	0.23	0.23	0.24	0.39	0.39
Sat Flow, veh/h	3428	5066	1568	3428	5066	2674	3428	3526	2732	3428	3526	1538
Grp Volume(v), veh/h	33	1610	218	538	1857	199	236	67	582	1215	264	69
Grp Sat Flow(s),veh/h/ln	1714	1689	1568	1714	1689	1337	1714	1763	1366	1714	1763	1538
Q Serve(g_s), s	1.4	43.7	13.9	15.1	54.2	4.6	10.2	2.2	27.2	36.6	7.4	4.3
Cycle Q Clear(g_c), s	1.4	43.7	13.9	15.1	54.2	4.6	10.2	2.2	27.2	36.6	7.4	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	1476	586	345	1901	1679	283	811	907	837	1381	602
V/C Ratio(X)	0.48	1.09	0.37	1.56	0.98	0.12	0.83	0.08	0.64	1.45	0.19	0.11
Avail Cap(c_a), veh/h	117	1476	586	345	1901	1679	389	917	989	837	1381	602
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	72.3	45.9	29.2	67.4	46.2	11.7	67.8	45.3	42.7	56.7	30.0	29.1
Incr Delay (d2), s/veh	1.5	50.1	1.4	265.3	15.8	0.1	8.1	0.1	2.1	204.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	24.3	5.2	19.4	25.4	1.4	4.8	1.0	9.5	39.6	3.2	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	96.0	30.5	332.7	62.0	11.9	75.9	45.4	44.8	260.9	30.0	29.1
LnGrp LOS	E	F	C	F	E	B	E	D	D	F	C	C
Approach Vol, veh/h		1861			2594			885			1548	
Approach Delay, s/veh		88.0			114.3			53.1			211.2	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	49.2	16.8	64.0	7.4	61.8	41.0	39.8
Change Period (Y+Rc), s	4.9	5.5	4.4	5.3	4.4	* 5.5	4.4	* 5.3
Max Green Setting (Gmax), s	15.1	39.5	17.0	58.3	5.1	* 50	36.6	* 39
Max Q Clear Time (g_c+I1), s	17.1	45.7	12.2	9.4	3.4	56.2	38.6	29.2
Green Ext Time (p_c), s	0.0	0.0	0.2	3.8	0.0	0.0	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	121.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2271	0	0	1929	589	0	0	0	156	0	807
Future Volume (veh/h)	0	2271	0	0	1929	589	0	0	0	156	0	807
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856				1856	0	1856
Adj Flow Rate, veh/h	0	2366	0	0	1989	607				173	0	897
Peak Hour Factor	0.96	0.96	0.96	0.97	0.97	0.97				0.90	0.90	0.90
Percent Heavy Veh, %	0	3	3	0	3	3				3	0	3
Cap, veh/h	0	2848	0	0	2848	1423				1176	0	949
Arrive On Green	0.00	0.56	0.00	0.00	0.56	0.56				0.34	0.00	0.34
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	2366	0	0	1989	607				173	0	897
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	53.0	0.0	0.0	39.1	8.2				4.8	0.0	43.5
Cycle Q Clear(g_c), s	0.0	53.0	0.0	0.0	39.1	8.2				4.8	0.0	43.5
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2848	0	0	2848	1423				1176	0	949
V/C Ratio(X)	0.00	0.83	0.00	0.00	0.70	0.43				0.15	0.00	0.95
Avail Cap(c_a), veh/h	0	2848	0	0	2848	1423				1227	0	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.8	0.0	0.0	21.8	1.0				31.4	0.0	44.1
Incr Delay (d2), s/veh	0.0	3.0	0.0	0.0	1.4	0.9				0.1	0.0	16.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.4	0.0	0.0	15.6	14.1				2.0	0.0	17.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.8	0.0	0.0	23.2	1.9				31.4	0.0	60.7
LnGrp LOS	A	C	A	A	C	A				C	A	E
Approach Vol, veh/h		2366			2596						1070	
Approach Delay, s/veh		27.8			18.3						56.0	
Approach LOS		C			B						E	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		85.1		52.9		85.1						
Change Period (Y+Rc), s		7.5		5.6		7.5						
Max Green Setting (Gmax), s		75.5		49.4		75.5						
Max Q Clear Time (g_c+I1), s		55.0		45.5		41.1						
Green Ext Time (p_c), s		17.2		1.8		25.3						

Intersection Summary												
HCM 6th Ctrl Delay			28.7									
HCM 6th LOS			C									

Appendix J: Queuing Synchro Worksheets

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Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	7936	8061	8091	8122	8064	7962	8036
Vehs Exited	7966	8031	8052	8092	8028	7902	8019
Starting Vehs	441	405	418	405	342	417	380
Ending Vehs	411	435	457	435	378	477	397
Travel Distance (mi)	5410	5549	5575	5562	5527	5445	5506
Travel Time (hr)	369.2	391.0	467.7	390.3	386.4	450.0	387.4
Total Delay (hr)	172.4	189.4	264.6	188.0	185.3	251.4	187.0
Total Stops	12323	13390	15443	13276	13509	14614	13213
Fuel Used (gal)	234.0	243.9	262.3	243.1	241.6	253.4	240.5

Summary of All Intervals

Run Number	7	8	9		Avg
Start Time	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1
Vehs Entered	8090	8006	8059	8003	8038
Vehs Exited	8080	7958	8024	7964	8011
Starting Vehs	417	389	389	359	397
Ending Vehs	427	437	424	398	421
Travel Distance (mi)	5577	5455	5492	5483	5507
Travel Time (hr)	402.5	396.9	401.7	382.2	402.3
Total Delay (hr)	199.2	198.1	201.6	182.2	201.7
Total Stops	13571	13780	13749	13214	13644
Fuel Used (gal)	245.8	242.0	244.5	238.2	244.5

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	7936	8061	8091	8122	8064	7962	8036
Vehs Exited	7966	8031	8052	8092	8028	7902	8019
Starting Vehs	441	405	418	405	342	417	380
Ending Vehs	411	435	457	435	378	477	397
Travel Distance (mi)	5410	5549	5575	5562	5527	5445	5506
Travel Time (hr)	369.2	391.0	467.7	390.3	386.4	450.0	387.4
Total Delay (hr)	172.4	189.4	264.6	188.0	185.3	251.4	187.0
Total Stops	12323	13390	15443	13276	13509	14614	13213
Fuel Used (gal)	234.0	243.9	262.3	243.1	241.6	253.4	240.5

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9		Avg
Vehs Entered	8090	8006	8059	8003	8038
Vehs Exited	8080	7958	8024	7964	8011
Starting Vehs	417	389	389	359	397
Ending Vehs	427	437	424	398	421
Travel Distance (mi)	5577	5455	5492	5483	5507
Travel Time (hr)	402.5	396.9	401.7	382.2	402.3
Total Delay (hr)	199.2	198.1	201.6	182.2	201.7
Total Stops	13571	13780	13749	13214	13644
Fuel Used (gal)	245.8	242.0	244.5	238.2	244.5

Intersection: 1: Executive Wy. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	60	155	105	96	152	174	124	230	83	30	68
Average Queue (ft)	17	67	35	27	73	92	116	156	33	4	21
95th Queue (ft)	44	126	76	66	131	154	142	298	65	19	52
Link Distance (ft)		506	506		357	357		214	214		121
Upstream Blk Time (%)								9			
Queuing Penalty (veh)								30			
Storage Bay Dist (ft)	135			100			100			50	
Storage Blk Time (%)		1		0	2		32	0		0	1
Queuing Penalty (veh)		0		0	1		22	1		0	0

Intersection: 2: Executive Wy. & Project Dwy. "A"

Movement	WB	NB
Directions Served	LR	T
Maximum Queue (ft)	16	246
Average Queue (ft)	1	52
95th Queue (ft)	11	170
Link Distance (ft)	190	582
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: La Jolla Village Dr. & Executive Wy.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	LT
Maximum Queue (ft)	220	506	432	330	66	64	167	394	517	611	83	41
Average Queue (ft)	150	251	186	127	21	10	41	188	233	324	26	6
95th Queue (ft)	247	461	381	262	53	39	105	339	416	520	65	27
Link Distance (ft)		552	552	552				980	980	980	251	251
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	195				330	185	185					
Storage Blk Time (%)	5	12		0			0	13				
Queuing Penalty (veh)	21	20		0			0	6				

Intersection: 3: La Jolla Village Dr. & Executive Wy.

Movement	NB	NB	SB	SB	SB
Directions Served	R	R	L	LT	TR
Maximum Queue (ft)	52	24	67	89	86
Average Queue (ft)	14	3	20	36	28
95th Queue (ft)	41	15	52	74	64
Link Distance (ft)	251			582	582
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		85	90		
Storage Blk Time (%)	0		0	1	
Queuing Penalty (veh)	0		0	0	

Intersection: 4: Project Dwy. "B" & Executive Dr.

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 5: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	132	172	126	93	126	86	265	468	493	115	41	148
Average Queue (ft)	79	38	47	36	48	23	190	230	264	107	11	72
95th Queue (ft)	134	113	97	76	95	61	298	413	438	140	36	129
Link Distance (ft)		648	648		345	345		1008	1008			455
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	8	0		0	1		6	3	27	4		
Queuing Penalty (veh)	4	0		0	0		31	12	116	23		

Intersection: 5: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	101
Average Queue (ft)	38
95th Queue (ft)	76
Link Distance (ft)	455
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	147	160	462	431	421	175	202	215	577	641	741	829
Average Queue (ft)	128	147	228	195	181	55	145	188	317	350	396	318
95th Queue (ft)	173	180	422	357	337	167	224	252	514	541	608	666
Link Distance (ft)			980	980	980				1812	1812	1812	1812
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)	8	33	8		16	0	1	6	19			11
Queuing Penalty (veh)	27	107	29		18	0	6	30	67			68

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	195	137	163	213	161	150	116	135	159	40	41	34
Average Queue (ft)	172	29	90	87	53	61	28	56	80	6	4	3
95th Queue (ft)	232	105	156	164	121	120	76	112	135	23	22	17
Link Distance (ft)				722	722					1008	1008	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)	9	0	2	2	0	0						
Queuing Penalty (veh)	57	0	2	2	0	0						

Intersection: 7: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB	
Directions Served	T	T	TR	T	T	T	R	L	L	R	R	
Maximum Queue (ft)	274	285	290	508	498	565	151	389	1278	1274	884	
Average Queue (ft)	162	176	181	338	327	354	32	159	521	709	613	
95th Queue (ft)	268	290	300	467	457	515	98	334	1235	1260	1021	
Link Distance (ft)	267	267	267	646	646	646	646		1257	1257		
Upstream Blk Time (%)	1	2	3		0	0			2	3		
Queuing Penalty (veh)	5	8	13		0	0			0	0		
Storage Bay Dist (ft)								455			1000	
Storage Blk Time (%)								0	2	4	0	
Queuing Penalty (veh)								0	6	28	4	

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB
Directions Served	T	T	T	R	T	T
Maximum Queue (ft)	61	87	97	6	90	71
Average Queue (ft)	4	6	10	0	3	2
95th Queue (ft)	31	42	54	6	50	44
Link Distance (ft)	1812	1812	1812		267	267
Upstream Blk Time (%)					0	0
Queuing Penalty (veh)					0	0
Storage Bay Dist (ft)				800		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 765

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	8289	8312	8297	8218	8218	8330	8287
Vehs Exited	8256	8271	8144	8178	8038	8232	8271
Starting Vehs	399	456	421	439	389	446	431
Ending Vehs	432	497	574	479	569	544	447
Travel Distance (mi)	5565	5606	5523	5521	5422	5525	5515
Travel Time (hr)	480.2	544.2	580.4	517.1	525.5	556.9	511.8
Total Delay (hr)	278.2	341.1	379.9	316.4	328.5	356.3	311.3
Total Stops	14271	15877	18417	15327	15149	16901	14526
Fuel Used (gal)	263.0	278.4	282.4	268.7	268.2	277.7	268.8

Summary of All Intervals

Run Number	7	8	9		Avg
Start Time	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1
Vehs Entered	8269	8241	8276	8306	8274
Vehs Exited	8290	8082	8273	8323	8213
Starting Vehs	451	455	405	456	429
Ending Vehs	430	614	408	439	490
Travel Distance (mi)	5535	5474	5542	5562	5526
Travel Time (hr)	485.9	583.2	495.8	502.9	525.8
Total Delay (hr)	285.1	384.2	294.8	301.1	325.2
Total Stops	15208	18562	15141	15210	15870
Fuel Used (gal)	265.0	282.6	265.9	268.7	271.8

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	8289	8312	8297	8218	8218	8330	8287
Vehs Exited	8256	8271	8144	8178	8038	8232	8271
Starting Vehs	399	456	421	439	389	446	431
Ending Vehs	432	497	574	479	569	544	447
Travel Distance (mi)	5565	5606	5523	5521	5422	5525	5515
Travel Time (hr)	480.2	544.2	580.4	517.1	525.5	556.9	511.8
Total Delay (hr)	278.2	341.1	379.9	316.4	328.5	356.3	311.3
Total Stops	14271	15877	18417	15327	15149	16901	14526
Fuel Used (gal)	263.0	278.4	282.4	268.7	268.2	277.7	268.8

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9		Avg
Vehs Entered	8269	8241	8276	8306	8274
Vehs Exited	8290	8082	8273	8323	8213
Starting Vehs	451	455	405	456	429
Ending Vehs	430	614	408	439	490
Travel Distance (mi)	5535	5474	5542	5562	5526
Travel Time (hr)	485.9	583.2	495.8	502.9	525.8
Total Delay (hr)	285.1	384.2	294.8	301.1	325.2
Total Stops	15208	18562	15141	15210	15870
Fuel Used (gal)	265.0	282.6	265.9	268.7	271.8

Intersection: 1: Executive Wy. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	47	313	438	124	237	146	99	65	48	39	118
Average Queue (ft)	10	87	212	91	60	58	41	11	12	5	43
95th Queue (ft)	34	215	382	138	174	113	87	41	35	22	94
Link Distance (ft)		506	506		357	357		214	214		121
Upstream Blk Time (%)		0	0								0
Queuing Penalty (veh)		0	0								0
Storage Bay Dist (ft)	135			100			100			50	
Storage Blk Time (%)		1		10	0		1	0		0	7
Queuing Penalty (veh)		0		12	0		0	0		0	1

Intersection: 2: Executive Wy. & Proejct Dwy. "A"

Movement	SB	SB
Directions Served	LT	T
Maximum Queue (ft)	12	12
Average Queue (ft)	1	0
95th Queue (ft)	17	12
Link Distance (ft)	214	214
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: La Jolla Village Dr. & Executive Wy.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	LT
Maximum Queue (ft)	220	346	312	281	137	164	210	927	951	954	236	188
Average Queue (ft)	110	214	181	155	65	76	141	639	671	694	141	73
95th Queue (ft)	224	311	277	251	110	139	248	1046	1077	1088	215	171
Link Distance (ft)		552	552	552				980	980	980	251	251
Upstream Blk Time (%)								1	1	2	0	
Queuing Penalty (veh)								5	8	14	0	
Storage Bay Dist (ft)	195				330	185	185					
Storage Blk Time (%)	2	12		0		0	1	53				
Queuing Penalty (veh)	6	10		0		1	5	89				

Intersection: 3: La Jolla Village Dr. & Executive Wy.

Movement	NB	NB	SB	SB	SB
Directions Served	R	R	L	LT	TR
Maximum Queue (ft)	139	95	115	509	374
Average Queue (ft)	62	25	99	284	191
95th Queue (ft)	114	66	137	468	328
Link Distance (ft)	251			582	582
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				2	
Storage Bay Dist (ft)		85	90		
Storage Blk Time (%)	4	0	21	56	
Queuing Penalty (veh)	4	0	47	109	

Intersection: 4: Project Dwy. "B" & Executive Dr.

Movement	NB
Directions Served	LR
Maximum Queue (ft)	26
Average Queue (ft)	2
95th Queue (ft)	15
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	90	74	165	135	182	142	215	133	113	80	236	484
Average Queue (ft)	33	25	76	132	157	42	104	35	32	25	41	356
95th Queue (ft)	70	61	135	144	179	116	187	117	81	59	168	522
Link Distance (ft)		648	648		142	142		1008	1008			455
Upstream Blk Time (%)				9	71	1						12
Queuing Penalty (veh)				0	0	0						0
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	0	0		82	3		2		0	0	0	40
Queuing Penalty (veh)	0	0		94	10		1		0	0	0	8

Intersection: 5: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	469
Average Queue (ft)	294
95th Queue (ft)	485
Link Distance (ft)	455
Upstream Blk Time (%)	3
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	45	151	502	549	582	175	202	215	1332	1260	1142	540
Average Queue (ft)	9	23	272	317	355	120	192	210	800	685	598	140
95th Queue (ft)	33	96	431	490	530	238	226	235	1491	1394	1244	676
Link Distance (ft)			980	980	980				1812	1812	1812	1812
Upstream Blk Time (%)									1	0	0	
Queuing Penalty (veh)									3	1	2	
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)			51		53	0	8	46	14			
Queuing Penalty (veh)			11		98	1	44	260	70			

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	56	152	163	237	431	225	212	347	360	851	504	155
Average Queue (ft)	14	89	124	46	91	187	166	310	326	390	93	57
95th Queue (ft)	43	182	181	153	321	249	247	402	407	973	317	131
Link Distance (ft)				722	722					1008	1008	
Upstream Blk Time (%)										0		
Queuing Penalty (veh)										3		
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)		1	9	0	0	7	1	5	24	1	0	0
Queuing Penalty (veh)		0	3	0	0	2	0	6	27	4	0	0

Intersection: 7: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB	
Directions Served	T	T	TR	T	T	T	R	L	L	R	R	
Maximum Queue (ft)	286	298	303	492	452	319	107	116	145	299	273	
Average Queue (ft)	211	225	237	313	261	168	32	25	66	181	151	
95th Queue (ft)	328	333	338	474	423	291	75	72	122	269	246	
Link Distance (ft)	267	267	267	646	646	646	646		1257	1257		
Upstream Blk Time (%)	4	6	8	0	0							
Queuing Penalty (veh)	30	38	55	0	0							
Storage Bay Dist (ft)								455			1000	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	EB	WB	WB	WB
Directions Served	T	T	T	T	T	T
Maximum Queue (ft)	215	230	236	30	34	40
Average Queue (ft)	36	49	64	5	6	4
95th Queue (ft)	138	161	187	64	68	51
Link Distance (ft)	1812	1812	1812	267	267	267
Upstream Blk Time (%)				0	0	0
Queuing Penalty (veh)				1	1	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 1085

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	8137	8269	8189	8237	7959	8100	8133
Vehs Exited	8076	8218	8170	8160	7872	8009	8069
Starting Vehs	536	527	573	539	517	470	531
Ending Vehs	597	578	592	616	604	561	595
Travel Distance (mi)	5599	5661	5591	5654	5451	5531	5589
Travel Time (hr)	1018.4	1043.7	1048.6	963.9	1053.0	1060.9	1151.9
Total Delay (hr)	815.1	838.4	845.6	758.6	854.9	859.7	949.0
Total Stops	20297	20270	21230	21103	19730	19582	22055
Fuel Used (gal)	388.6	397.8	395.9	377.0	392.3	396.2	418.9

Summary of All Intervals

Run Number	7	8	9		Avg
Start Time	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1
Vehs Entered	8011	8007	7966	8180	8107
Vehs Exited	7952	7957	7865	8069	8041
Starting Vehs	548	542	549	489	526
Ending Vehs	607	592	650	600	593
Travel Distance (mi)	5474	5482	5408	5519	5542
Travel Time (hr)	1268.9	1146.4	1148.4	1059.1	1087.6
Total Delay (hr)	1070.2	946.8	951.8	858.7	886.3
Total Stops	20406	20705	21072	20588	20638
Fuel Used (gal)	443.1	414.2	413.9	396.9	403.2

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	8137	8269	8189	8237	7959	8100	8133
Vehs Exited	8076	8218	8170	8160	7872	8009	8069
Starting Vehs	536	527	573	539	517	470	531
Ending Vehs	597	578	592	616	604	561	595
Travel Distance (mi)	5599	5661	5591	5654	5451	5531	5589
Travel Time (hr)	1018.4	1043.7	1048.6	963.9	1053.0	1060.9	1151.9
Total Delay (hr)	815.1	838.4	845.6	758.6	854.9	859.7	949.0
Total Stops	20297	20270	21230	21103	19730	19582	22055
Fuel Used (gal)	388.6	397.8	395.9	377.0	392.3	396.2	418.9

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9		Avg
Vehs Entered	8011	8007	7966	8180	8107
Vehs Exited	7952	7957	7865	8069	8041
Starting Vehs	548	542	549	489	526
Ending Vehs	607	592	650	600	593
Travel Distance (mi)	5474	5482	5408	5519	5542
Travel Time (hr)	1268.9	1146.4	1148.4	1059.1	1087.6
Total Delay (hr)	1070.2	946.8	951.8	858.7	886.3
Total Stops	20406	20705	21072	20588	20638
Fuel Used (gal)	443.1	414.2	413.9	396.9	403.2

Intersection: 1: Executive Wy. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	89	163	119	99	143	154	124	228	100	31	68
Average Queue (ft)	19	72	34	25	66	86	114	134	36	4	21
95th Queue (ft)	55	134	80	65	119	139	142	282	74	19	52
Link Distance (ft)		506	506		357	357		214	214		121
Upstream Blk Time (%)								6			0
Queuing Penalty (veh)								20			0
Storage Bay Dist (ft)	135			100			100			50	
Storage Blk Time (%)		1		0	1		27	0		0	1
Queuing Penalty (veh)		0		0	1		19	0		0	0

Intersection: 2: Executive Wy. & Project Dwy. "A"

Movement	WB	NB	NB
Directions Served	LR	T	TR
Maximum Queue (ft)	22	202	24
Average Queue (ft)	1	31	1
95th Queue (ft)	11	121	19
Link Distance (ft)	190	582	582
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: La Jolla Village Dr. & Executive Wy.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	LT
Maximum Queue (ft)	220	551	458	325	117	41	162	323	385	458	97	39
Average Queue (ft)	162	277	208	142	23	8	36	176	215	284	30	9
95th Queue (ft)	254	510	424	282	75	30	97	287	339	418	74	31
Link Distance (ft)		552	552	552				980	980	980	251	251
Upstream Blk Time (%)		1	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	195				330	185	185					
Storage Blk Time (%)	7	13		0	0			14				
Queuing Penalty (veh)	34	22		0	0			6				

Intersection: 3: La Jolla Village Dr. & Executive Wy.

Movement	NB	NB	SB	SB	SB
Directions Served	R	R	L	LT	TR
Maximum Queue (ft)	54	24	78	95	86
Average Queue (ft)	13	3	19	36	26
95th Queue (ft)	38	16	52	76	60
Link Distance (ft)	251			582	582
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		85	90		
Storage Blk Time (%)	0		0	1	
Queuing Penalty (veh)	0		0	0	

Intersection: 4: Project Dwy. "B" & Executive Dr.

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	201	184
Average Queue (ft)	61	32
95th Queue (ft)	250	182
Link Distance (ft)	357	357
Upstream Blk Time (%)	2	0
Queuing Penalty (veh)	5	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	135	589	533	113	131	200	265	968	985	115	93	181
Average Queue (ft)	130	416	120	48	50	82	240	650	684	106	37	89
95th Queue (ft)	154	768	385	93	101	156	325	1006	1033	143	75	155
Link Distance (ft)		648	648		345	345		1008	1008			455
Upstream Blk Time (%)		18	0					0	1			
Queuing Penalty (veh)		37	0					3	6			
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	82	2		1	1		5	32	46	4		0
Queuing Penalty (veh)	42	5		1	1		40	144	201	30		0

Intersection: 5: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	134
Average Queue (ft)	48
95th Queue (ft)	102
Link Distance (ft)	455
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	147	160	696	660	532	175	202	215	1161	1601	1813	1828
Average Queue (ft)	138	155	361	328	268	76	142	189	425	1051	1606	1720
95th Queue (ft)	168	174	661	617	483	199	224	258	875	1681	2090	2106
Link Distance (ft)			980	980	980				1812	1812	1812	1812
Upstream Blk Time (%)				0					0	0	0	9
Queuing Penalty (veh)				0					0	0	1	88
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)	15	51	17		32	0	1	8	26			22
Queuing Penalty (veh)	53	181	60		40	0	6	43	105			194

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	195	148	163	238	182	173	146	168	175	46	30	39
Average Queue (ft)	192	28	89	100	64	68	34	71	94	5	3	4
95th Queue (ft)	206	102	160	190	143	135	96	135	154	30	16	22
Link Distance (ft)				722	722					1008	1008	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)	21	0	2	4	0	0	0					
Queuing Penalty (veh)	182	0	2	5	0	0	0					

Intersection: 7: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB	
Directions Served	T	T	TR	T	T	T	R	L	L	R	R	
Maximum Queue (ft)	281	294	300	671	679	686	687	480	1305	1308	1025	
Average Queue (ft)	188	202	210	534	575	611	408	160	1277	1279	1025	
95th Queue (ft)	292	314	327	729	770	759	913	385	1294	1298	1032	
Link Distance (ft)	267	267	267	646	646	646	646		1257	1257		
Upstream Blk Time (%)	1	2	4	3	22	44	21		43	55		
Queuing Penalty (veh)	5	8	15	0	0	0	0		0	0		
Storage Bay Dist (ft)								455			1000	
Storage Blk Time (%)								0	5	48	28	
Queuing Penalty (veh)								0	16	432	249	

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB	WB
Directions Served	T	T	T	R	T	T	T
Maximum Queue (ft)	61	86	109	4	277	338	289
Average Queue (ft)	5	11	20	0	68	160	174
95th Queue (ft)	31	50	74	4	245	373	370
Link Distance (ft)	1812	1812	1812		267	267	267
Upstream Blk Time (%)					0	1	5
Queuing Penalty (veh)					2	12	62
Storage Bay Dist (ft)				800			
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 2381

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	8450	8505	8465	8388	8482	8341	8382
Vehs Exited	8331	8405	8378	8244	8213	8210	8213
Starting Vehs	535	476	532	512	523	498	423
Ending Vehs	654	576	619	656	792	629	592
Travel Distance (mi)	5679	5725	5779	5631	5593	5653	5652
Travel Time (hr)	1202.8	1043.8	1217.4	1214.6	1200.8	1021.4	1159.7
Total Delay (hr)	997.4	836.3	1007.9	1010.5	997.8	816.5	955.1
Total Stops	20001	18370	19697	20211	22647	19050	17075
Fuel Used (gal)	433.3	395.7	438.0	432.6	426.1	388.7	419.3

Summary of All Intervals

Run Number	7	8	9		Avg
Start Time	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1
Vehs Entered	8428	8431	8395	8475	8428
Vehs Exited	8264	8286	8257	8225	8275
Starting Vehs	544	543	484	443	500
Ending Vehs	708	688	622	693	656
Travel Distance (mi)	5704	5649	5650	5649	5669
Travel Time (hr)	1329.0	1105.4	1189.8	1114.4	1163.5
Total Delay (hr)	1121.9	900.8	985.0	909.4	958.0
Total Stops	21869	19465	19130	17884	19579
Fuel Used (gal)	459.8	406.8	428.6	411.0	421.8

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	8450	8505	8465	8388	8482	8341	8382
Vehs Exited	8331	8405	8378	8244	8213	8210	8213
Starting Vehs	535	476	532	512	523	498	423
Ending Vehs	654	576	619	656	792	629	592
Travel Distance (mi)	5679	5725	5779	5631	5593	5653	5652
Travel Time (hr)	1202.8	1043.8	1217.4	1214.6	1200.8	1021.4	1159.7
Total Delay (hr)	997.4	836.3	1007.9	1010.5	997.8	816.5	955.1
Total Stops	20001	18370	19697	20211	22647	19050	17075
Fuel Used (gal)	433.3	395.7	438.0	432.6	426.1	388.7	419.3

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9		Avg
Vehs Entered	8428	8431	8395	8475	8428
Vehs Exited	8264	8286	8257	8225	8275
Starting Vehs	544	543	484	443	500
Ending Vehs	708	688	622	693	656
Travel Distance (mi)	5704	5649	5650	5649	5669
Travel Time (hr)	1329.0	1105.4	1189.8	1114.4	1163.5
Total Delay (hr)	1121.9	900.8	985.0	909.4	958.0
Total Stops	21869	19465	19130	17884	19579
Fuel Used (gal)	459.8	406.8	428.6	411.0	421.8

Intersection: 1: Executive Wy. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	42	277	443	123	193	135	93	49	47	48	118
Average Queue (ft)	10	83	207	79	40	52	34	9	12	5	43
95th Queue (ft)	34	202	373	129	124	101	75	34	36	26	95
Link Distance (ft)		506	506		357	357		214	214		121
Upstream Blk Time (%)		0	0								1
Queuing Penalty (veh)		0	0								0
Storage Bay Dist (ft)	135			100			100			50	
Storage Blk Time (%)		0		5	0		0	0		0	7
Queuing Penalty (veh)		0		6	0		0	0		0	1

Intersection: 2: Executive Wy. & Proejct Dwy. "A"

Movement	SB
Directions Served	LT
Maximum Queue (ft)	14
Average Queue (ft)	1
95th Queue (ft)	17
Link Distance (ft)	214
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: La Jolla Village Dr. & Executive Wy.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	LT
Maximum Queue (ft)	220	501	484	487	270	158	210	889	951	925	230	181
Average Queue (ft)	138	306	275	266	128	76	132	548	593	615	138	73
95th Queue (ft)	258	531	508	529	331	131	239	1010	1057	1070	210	174
Link Distance (ft)		552	552	552				980	980	980	251	251
Upstream Blk Time (%)		3	2	12				0	1	1	0	
Queuing Penalty (veh)		0	0	0				2	6	9	0	
Storage Bay Dist (ft)	195				330	185	185					
Storage Blk Time (%)	4	34		16	0	0	1	48				
Queuing Penalty (veh)	11	30		48	1	0	4	79				

Intersection: 3: La Jolla Village Dr. & Executive Wy.

Movement	NB	NB	SB	SB	SB
Directions Served	R	R	L	LT	TR
Maximum Queue (ft)	182	109	115	465	424
Average Queue (ft)	75	32	99	261	190
95th Queue (ft)	148	89	139	439	342
Link Distance (ft)	251			582	582
Upstream Blk Time (%)	0			0	0
Queuing Penalty (veh)	0			1	0
Storage Bay Dist (ft)		85	90		
Storage Blk Time (%)	11	0	18	52	
Queuing Penalty (veh)	11	0	40	102	

Intersection: 4: Project Dwy. "B" & Executive Dr.

Movement	NB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	95	68	159	135	184	146	230	123	133	91	255	504
Average Queue (ft)	40	22	74	133	158	43	116	41	47	27	85	476
95th Queue (ft)	81	57	132	138	171	117	205	103	99	69	269	494
Link Distance (ft)		648	648		142	142		1008	1008			455
Upstream Blk Time (%)				10	80	2						84
Queuing Penalty (veh)				0	0	0						0
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	0	0		87	3		1		1	0	0	77
Queuing Penalty (veh)	0	0		118	12		1		1	0	0	30

Intersection: 5: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	498
Average Queue (ft)	465
95th Queue (ft)	507
Link Distance (ft)	455
Upstream Blk Time (%)	32
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	57	159	1003	1012	1008	175	202	215	1412	1362	1286	814
Average Queue (ft)	13	31	765	798	823	130	192	212	989	895	818	228
95th Queue (ft)	41	109	1145	1152	1150	247	225	225	1672	1610	1482	908
Link Distance (ft)			980	980	980				1812	1812	1812	1812
Upstream Blk Time (%)			2	4	5				1	0	0	
Queuing Penalty (veh)			11	19	23				5	3	2	
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)			71		72	0	8	48	18			
Queuing Penalty (veh)			20		137	1	47	284	96			

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	70	152	164	254	411	225	212	347	360	1025	822	130
Average Queue (ft)	22	89	123	54	96	187	167	341	355	827	94	39
95th Queue (ft)	54	179	178	161	326	252	247	374	381	1232	413	102
Link Distance (ft)				722	722					1008	1008	
Upstream Blk Time (%)										3	0	
Queuing Penalty (veh)										26	1	
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)		1	8	0	0	7	2	8	49	1	0	0
Queuing Penalty (veh)		0	2	0	0	2	1	10	61	9	0	0

Intersection: 7: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB	
Directions Served	T	T	TR	T	T	T	R	L	L	R	R	
Maximum Queue (ft)	293	304	309	675	670	642	502	89	126	343	310	
Average Queue (ft)	244	255	260	535	487	402	155	17	51	200	167	
95th Queue (ft)	338	340	335	768	745	697	572	54	104	297	268	
Link Distance (ft)	267	267	267	646	646	646	646		1257	1257		
Upstream Blk Time (%)	16	19	22	15	9	9	6					
Queuing Penalty (veh)	119	145	165	0	0	0	0					
Storage Bay Dist (ft)								455			1000	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	EB	WB	WB	WB
Directions Served	T	T	T	T	T	T
Maximum Queue (ft)	334	350	472	110	154	65
Average Queue (ft)	114	137	157	12	14	9
95th Queue (ft)	293	326	387	95	104	80
Link Distance (ft)	1812	1812	1812	267	267	267
Upstream Blk Time (%)				0	0	0
Queuing Penalty (veh)				0	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 1701

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	8100	8000	8091	8201	8100	8021	8116
Vehs Exited	7964	7942	8027	8079	8112	7917	8079
Starting Vehs	522	542	528	523	593	528	582
Ending Vehs	658	600	592	645	581	632	619
Travel Distance (mi)	5492	5499	5510	5593	5515	5463	5550
Travel Time (hr)	1188.0	1258.1	1184.2	1256.7	1113.0	1132.8	1065.1
Total Delay (hr)	988.2	1058.0	983.1	1053.5	912.1	934.0	862.9
Total Stops	21276	20991	19582	21236	21112	19600	20468
Fuel Used (gal)	426.4	442.3	426.5	444.9	407.5	411.1	397.8

Summary of All Intervals

Run Number	7	8	9		Avg
Start Time	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1
Vehs Entered	7862	7930	8127	8151	8063
Vehs Exited	7839	7793	8027	8049	7983
Starting Vehs	606	499	522	534	536
Ending Vehs	629	636	622	636	620
Travel Distance (mi)	5322	5362	5518	5544	5488
Travel Time (hr)	1419.7	1266.9	1253.4	1163.1	1209.2
Total Delay (hr)	1225.8	1071.4	1052.7	961.2	1009.4
Total Stops	19176	19899	20147	19447	20270
Fuel Used (gal)	473.5	438.5	441.6	422.1	430.2

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	8100	8000	8091	8201	8100	8021	8116
Vehs Exited	7964	7942	8027	8079	8112	7917	8079
Starting Vehs	522	542	528	523	593	528	582
Ending Vehs	658	600	592	645	581	632	619
Travel Distance (mi)	5492	5499	5510	5593	5515	5463	5550
Travel Time (hr)	1188.0	1258.1	1184.2	1256.7	1113.0	1132.8	1065.1
Total Delay (hr)	988.2	1058.0	983.1	1053.5	912.1	934.0	862.9
Total Stops	21276	20991	19582	21236	21112	19600	20468
Fuel Used (gal)	426.4	442.3	426.5	444.9	407.5	411.1	397.8

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9		Avg
Vehs Entered	7862	7930	8127	8151	8063
Vehs Exited	7839	7793	8027	8049	7983
Starting Vehs	606	499	522	534	536
Ending Vehs	629	636	622	636	620
Travel Distance (mi)	5322	5362	5518	5544	5488
Travel Time (hr)	1419.7	1266.9	1253.4	1163.1	1209.2
Total Delay (hr)	1225.8	1071.4	1052.7	961.2	1009.4
Total Stops	19176	19899	20147	19447	20270
Fuel Used (gal)	473.5	438.5	441.6	422.1	430.2

Intersection: 1: Executive Wy. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	142	377	326	84	130	156	124	228	165	30	76
Average Queue (ft)	29	133	88	24	63	82	112	127	56	4	21
95th Queue (ft)	101	313	263	60	112	133	146	275	138	19	54
Link Distance (ft)		506	506		357	357		214	214		121
Upstream Blk Time (%)		0	0					5	1		0
Queuing Penalty (veh)		0	0					17	4		0
Storage Bay Dist (ft)	135			100			100			50	
Storage Blk Time (%)		22		0	1		26	0		0	1
Queuing Penalty (veh)		7		0	1		18	0		0	0

Intersection: 2: Executive Wy. & Project Dwy. "A"

Movement	WB	NB	NB	SB
Directions Served	LR	T	TR	LT
Maximum Queue (ft)	36	158	37	45
Average Queue (ft)	10	26	2	8
95th Queue (ft)	33	104	25	32
Link Distance (ft)	190	582	582	214
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: La Jolla Village Dr. & Executive Wy.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	LT
Maximum Queue (ft)	220	558	491	351	66	40	145	315	489	548	86	74
Average Queue (ft)	169	286	212	139	22	8	34	152	201	282	28	18
95th Queue (ft)	255	528	436	284	54	30	94	273	377	486	67	56
Link Distance (ft)		552	552	552				980	980	980	251	251
Upstream Blk Time (%)		1	0	0								
Queuing Penalty (veh)		0	0	0								
Storage Bay Dist (ft)	195				330	185	185					
Storage Blk Time (%)	12	11		0				8				
Queuing Penalty (veh)	55	22		0				4				

Intersection: 3: La Jolla Village Dr. & Executive Wy.

Movement	NB	NB	SB	SB	SB
Directions Served	R	R	L	LT	TR
Maximum Queue (ft)	56	30	67	92	92
Average Queue (ft)	13	3	20	38	29
95th Queue (ft)	39	17	51	77	66
Link Distance (ft)	251			582	582
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		85	90		
Storage Blk Time (%)	0		0	2	
Queuing Penalty (veh)	0		0	1	

Intersection: 4: Project Dwy. "B" & Executive Dr.

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	337	323	51	33
Average Queue (ft)	187	121	8	5
95th Queue (ft)	470	388	34	23
Link Distance (ft)	357	357	648	128
Upstream Blk Time (%)	27	5		
Queuing Penalty (veh)	54	10		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	135	663	609	114	146	185	265	847	874	115	100	191
Average Queue (ft)	134	574	145	53	57	83	238	565	600	104	37	88
95th Queue (ft)	136	789	443	106	112	148	320	924	959	147	77	158
Link Distance (ft)		648	648		345	345		1008	1008			455
Upstream Blk Time (%)		46	0					0	0			
Queuing Penalty (veh)		94	0					2	3			
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	96	2		4	1		6	27	44	4		0
Queuing Penalty (veh)	50	4		3	1		45	131	193	28		0

Intersection: 5: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	144
Average Queue (ft)	49
95th Queue (ft)	103
Link Distance (ft)	455
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	147	160	507	464	463	175	202	215	1213	1685	1814	1830
Average Queue (ft)	133	149	250	217	221	63	134	180	371	1043	1625	1774
95th Queue (ft)	170	180	434	390	393	178	214	252	862	1724	2074	1988
Link Distance (ft)			980	980	980				1812	1812	1812	1812
Upstream Blk Time (%)										0	0	11
Queuing Penalty (veh)										0	1	106
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)	9	35	12		22	0	1	5	15			23
Queuing Penalty (veh)	33	128	43		27	0	4	27	60			207

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	195	144	164	240	181	167	141	168	187	62	40	51
Average Queue (ft)	193	32	93	102	64	73	36	83	103	6	4	6
95th Queue (ft)	203	109	160	188	140	139	97	148	165	34	20	30
Link Distance (ft)				722	722					1008	1008	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)	22	0	2	3	0	0	0					
Queuing Penalty (veh)	190	0	2	4	0	0	0					

Intersection: 7: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB	
Directions Served	T	T	TR	T	T	T	R	L	L	R	R	
Maximum Queue (ft)	277	292	293	678	694	701	690	480	1306	1310	1025	
Average Queue (ft)	193	207	214	616	654	663	627	171	1277	1279	1024	
95th Queue (ft)	292	309	315	723	721	705	873	421	1293	1298	1027	
Link Distance (ft)	267	267	267	646	646	646	646		1257	1257		
Upstream Blk Time (%)	2	3	4	7	37	75	40		42	52		
Queuing Penalty (veh)	7	11	16	0	0	0	0		0	0		
Storage Bay Dist (ft)								455			1000	
Storage Blk Time (%)								0	7	44	24	
Queuing Penalty (veh)								0	23	401	217	

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB	WB
Directions Served	T	T	T	R	T	T	T
Maximum Queue (ft)	86	100	132	8	284	334	296
Average Queue (ft)	9	15	21	0	83	183	200
95th Queue (ft)	50	65	85	6	270	378	372
Link Distance (ft)	1812	1812	1812		267	267	267
Upstream Blk Time (%)					0	1	6
Queuing Penalty (veh)					3	15	75
Storage Bay Dist (ft)				800			
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 2345

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	8296	8711	8690	8320	8442	8651	8555
Vehs Exited	8043	8417	8406	8023	8151	8438	8193
Starting Vehs	560	510	490	486	500	556	490
Ending Vehs	813	804	774	783	791	769	852
Travel Distance (mi)	5474	5726	5798	5507	5588	5733	5580
Travel Time (hr)	1482.2	1198.8	1232.1	1451.3	1331.7	1210.1	1279.4
Total Delay (hr)	1283.2	990.8	1021.7	1251.5	1128.7	1002.1	1076.6
Total Stops	23871	22980	20292	23502	22298	23681	22103
Fuel Used (gal)	485.9	428.7	438.9	480.0	454.7	432.3	443.6

Summary of All Intervals

Run Number	7	8	9		Avg
Start Time	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1
Vehs Entered	8320	8474	8649	8656	8525
Vehs Exited	7949	8175	8421	8233	8223
Starting Vehs	508	493	500	441	502
Ending Vehs	879	792	728	864	803
Travel Distance (mi)	5454	5658	5803	5659	5634
Travel Time (hr)	1399.8	1246.4	1291.2	1249.2	1306.6
Total Delay (hr)	1201.4	1041.3	1080.2	1043.4	1101.9
Total Stops	22437	21055	21611	22305	22375
Fuel Used (gal)	465.7	437.5	452.2	439.0	450.8

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	8296	8711	8690	8320	8442	8651	8555
Vehs Exited	8043	8417	8406	8023	8151	8438	8193
Starting Vehs	560	510	490	486	500	556	490
Ending Vehs	813	804	774	783	791	769	852
Travel Distance (mi)	5474	5726	5798	5507	5588	5733	5580
Travel Time (hr)	1482.2	1198.8	1232.1	1451.3	1331.7	1210.1	1279.4
Total Delay (hr)	1283.2	990.8	1021.7	1251.5	1128.7	1002.1	1076.6
Total Stops	23871	22980	20292	23502	22298	23681	22103
Fuel Used (gal)	485.9	428.7	438.9	480.0	454.7	432.3	443.6

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9		Avg
Vehs Entered	8320	8474	8649	8656	8525
Vehs Exited	7949	8175	8421	8233	8223
Starting Vehs	508	493	500	441	502
Ending Vehs	879	792	728	864	803
Travel Distance (mi)	5454	5658	5803	5659	5634
Travel Time (hr)	1399.8	1246.4	1291.2	1249.2	1306.6
Total Delay (hr)	1201.4	1041.3	1080.2	1043.4	1101.9
Total Stops	22437	21055	21611	22305	22375
Fuel Used (gal)	465.7	437.5	452.2	439.0	450.8

Intersection: 1: Executive Wy. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	50	319	432	124	182	124	108	56	50	51	112
Average Queue (ft)	11	89	211	74	33	47	43	10	11	6	40
95th Queue (ft)	36	213	370	125	103	95	92	37	35	28	89
Link Distance (ft)		506	506		357	357		214	214		121
Upstream Blk Time (%)		0	0								0
Queuing Penalty (veh)		0	0								0
Storage Bay Dist (ft)	135			100			100			50	
Storage Blk Time (%)		1		5	0		1			0	6
Queuing Penalty (veh)		0		6	0		0			0	1

Intersection: 2: Executive Wy. & Proejct Dwy. "A"

Movement	WB	SB	SB
Directions Served	LR	LT	T
Maximum Queue (ft)	102	61	55
Average Queue (ft)	44	10	5
95th Queue (ft)	86	71	57
Link Distance (ft)	190	214	214
Upstream Blk Time (%)	0	0	0
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: La Jolla Village Dr. & Executive Wy.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	LT
Maximum Queue (ft)	220	494	452	460	321	145	210	1002	1009	1007	214	174
Average Queue (ft)	126	274	243	224	94	69	143	818	846	863	140	73
95th Queue (ft)	246	454	412	409	246	129	258	1155	1164	1165	209	172
Link Distance (ft)		552	552	552				980	980	980	251	251
Upstream Blk Time (%)		1	0	2				3	4	5		
Queuing Penalty (veh)		0	0	0				18	26	39		
Storage Bay Dist (ft)	195				330	185	185					
Storage Blk Time (%)	1	26		5	0	0	0	61				
Queuing Penalty (veh)	3	24		15	0	0	1	101				

Intersection: 3: La Jolla Village Dr. & Executive Wy.

Movement	NB	NB	SB	SB	SB
Directions Served	R	R	L	LT	TR
Maximum Queue (ft)	213	110	115	543	475
Average Queue (ft)	81	37	102	310	232
95th Queue (ft)	164	100	137	525	427
Link Distance (ft)	251			582	582
Upstream Blk Time (%)	0			3	1
Queuing Penalty (veh)	0			11	2
Storage Bay Dist (ft)		85	90		
Storage Blk Time (%)	12	0	23	58	
Queuing Penalty (veh)	12	0	57	127	

Intersection: 4: Project Dwy. "B" & Executive Dr.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	14	63
Average Queue (ft)	1	26
95th Queue (ft)	10	51
Link Distance (ft)	648	128
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	98	92	189	135	181	139	230	123	119	87	255	504
Average Queue (ft)	40	27	92	133	158	34	118	35	44	22	99	476
95th Queue (ft)	78	66	161	138	169	103	213	91	91	58	286	493
Link Distance (ft)		648	648		142	142		1008	1008			455
Upstream Blk Time (%)				12	85	1						81
Queuing Penalty (veh)				0	0	0						0
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	0	0		93	2		1		1	0	0	75
Queuing Penalty (veh)	0	0		125	7		1		1	0	0	29

Intersection: 5: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	489
Average Queue (ft)	464
95th Queue (ft)	504
Link Distance (ft)	455
Upstream Blk Time (%)	31
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	56	149	995	1000	1000	175	202	215	1836	1842	1835	1769
Average Queue (ft)	12	30	759	801	829	125	188	212	1506	1468	1409	875
95th Queue (ft)	39	108	1112	1118	1124	246	233	236	2214	2227	2224	1905
Link Distance (ft)			980	980	980				1812	1812	1812	1812
Upstream Blk Time (%)			1	2	3				14	10	10	0
Queuing Penalty (veh)			7	10	14				98	71	69	0
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)		0	69		70	0	8	46	31			
Queuing Penalty (veh)		0	19		135	1	46	279	162			

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	71	152	164	284	447	225	212	347	360	1028	960	136
Average Queue (ft)	15	99	131	68	111	191	173	343	357	887	121	37
95th Queue (ft)	46	190	183	207	358	252	247	365	373	1206	524	98
Link Distance (ft)				722	722					1008	1008	
Upstream Blk Time (%)										4	0	
Queuing Penalty (veh)										37	2	
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)		1	11	0	0	9	3	10	51	1	0	0
Queuing Penalty (veh)		0	3	0	1	3	1	12	65	14	0	0

Intersection: 7: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB	
Directions Served	T	T	TR	T	T	T	R	L	L	R	R	
Maximum Queue (ft)	292	309	305	656	648	608	535	148	321	618	561	
Average Queue (ft)	215	232	241	445	408	323	166	25	80	300	267	
95th Queue (ft)	326	337	337	706	688	652	589	90	249	605	557	
Link Distance (ft)	267	267	267	646	646	646	646		1257	1257		
Upstream Blk Time (%)	5	7	9	14	10	13	7		0	0		
Queuing Penalty (veh)	36	50	65	0	0	0	0		0	0		
Storage Bay Dist (ft)								455			1000	
Storage Blk Time (%)									0	0	0	
Queuing Penalty (veh)									0	1	0	

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	EB	WB	WB	WB
Directions Served	T	T	T	T	T	T
Maximum Queue (ft)	174	350	218	296	318	291
Average Queue (ft)	32	51	59	125	127	117
95th Queue (ft)	120	240	170	341	352	338
Link Distance (ft)	1812	1812	1812	267	267	267
Upstream Blk Time (%)				6	6	5
Queuing Penalty (veh)				53	53	50
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 1970